



# Lochearnhead

## Active Travel & Place-Making Project 2020

Alan Jones Associates



Places for  
Everyone











# Introduction

The Loch Lomond & Trossachs National Park Authority, working with Sustrans, engaged Alan Jones Associates to consult with residents of Lochearnhead about their future needs and aspirations particularly around walking, cycling and increasing opportunities to improve the infrastructure to enhance, improve or provide more facilities for the village.

The primary focus for this project is to complement the re-purposing of the railway line path from St Fillans by developing ideas and designs to improve the public realm within Lochearnhead for cycling, walking and wheeling, as well as outlining options for public realm and community space improvements.

The project was delivered through an extensive programme of community and stakeholder engagement, including a household survey, a place-making survey, school sessions, a 'future walk', stakeholder meetings, and an online interactive theme map and survey. From this programme of engagement, four key themes were identified:

**Theme 1:** Safer Roads & Paths

**Theme 2:** Connectivity & Access

**Theme 3:** Facilities, Features & Infrastructure

**Theme 4:** Our Unique Environment

From these themes, key projects have been assessed and appraised, with the report recommending key community expressed priorities, and outlining the costs and delivery considerations associated with each.

Lochearnhead is situated on the A84 at the western end of Loch Earn at the foot of Glen Ogle. Loch Earn is a fresh water loch in the National Park and is the source of the River Earn which eventually joins the River Tay near the village of Bridge of Earn in Perthshire

The loch is a popular location for fishing and a wide range of water sports including sailing, water-skiing, wake-boarding and canoeing. Nearby Ben Vorlich, which sits above the southern shores of Loch Earn is a steep-sided pyramid shaped Munro of 3,232 ft (985 m) that offers great views to the north and west.





# Project Objectives

The following Objectives and Intended Outcomes have been developed as the project has progressed, taking consideration of the project's key stakeholders, and the wider views of the local community through the early stage consultations.

**Objective One: To ensure the St Fillans to Lochearnhead shared use route connects with both sections of the village either side of the A84 and links with existing routes for the benefit of locals and visitors alike.**

- To increase the number of people travelling by bike, wheels and walking from one side of the village to the other.

**Objective Two: To improve village permeability for active travel and reduce the impact of the A84 and A85 to better connect the east end of the village on the A85 to the south of the village on the A84, by exploring opportunities for off road cycling and walking routes and loch shore access:**

- To increase the number of people travelling actively within the village itself for smaller everyday journeys, specifically to the village shop and the bus stop for the school.
- To create a sense of place and destination for the loch shore.

**Objective Three: To identify public realm improvements and locations for an active travel hub, and to develop relevant infrastructure e.g. reduce street clutter/ furniture, improve street lighting, provide covered cycle storage, improve car parking, create bike pump track and bicycle maintenance workshop, new route maps etc.**

- To improve community perceptions of the area.
- To measure behaviour change, and monitor this through: patronage of the pump track and bike hire facility
- To assess increased levels of activity recording the levels of use of any new pump track by local residents or visitors
- Recording the uptake of bike and e-bike hire and guided bike tours from Balquhiddy bike hire business.

**Objective Four: To increase the use of Lochearnhead as a base to access NCN 7 and as a stopping point by significantly improving the connections to and within the village.**

- To transform Lochearnhead into a landmark place that creates a sense of welcome to visitors.
- To improve levels and timing of public transport, especially buses travelling East.

**Objective Five: To increase the number of day, short stay and long stay trips and increased use of village facilities.**

- To increase the number of people travelling by bike, wheels or walking in Lochearnhead.
- To provide better connections to core paths and National Cycleway.
- To get more people involved in outdoor activities, especially related to walking, cycling and wheeling.





# Strategic Context

In establishing a business case, it is important how a project links to local, regional and national policies and strategies. One of the main reasons for highlighting such links is that it demonstrates to potential future funders that the project resonates with key Local Authority, National and Government agency's agendas and plans for infrastructure investment opportunities.

## **Loch Lomond & Trossachs National Park Development Plan 2017-2021**

The recently developed 5-year plan looks to build on the previous successes of the National Park, taking heed of their responsibility as a publicly funded body and their mission to be "the vital force in protecting and enhancing the iconic National Park". The overarching vision for the National Park is to balance the conservation and land management, the quality of visitor experience, and the development of its communities. Within this, there are 8 key priorities, with four of these recognised as aligned with the development and outputs of this study, namely:

- Priority Two – Visitor Infrastructure
- Priority Four – Attractive, Accessible & Healthy Destinations
- Priority Five – Place-Making & Sustainable Communities
- Priority Eight – Communication & Engagement

## **Live Park – Local Development Plan 2017-2021**

This development plan aims to realise the future potential of the National Park as a place to Live, Invest, Visit and Experience. It sets out how planning can improve Loch Lomond & The Trossachs National Park considering a wide range of factors from housing to jobs. The plan sets out the Vision for how the National Park should change over the next 20 years and the Strategy required:

The following desired outputs align with the objectives of this project:

- High quality development enhances our towns and villages for our communities and visitors to enjoy
- More opportunities to travel on the Park's lochs and experience being by the water
- Supporting the needs of everyone
- Thriving towns and village centres
- More active travel options and off-road connections

## **Core Path Plan 2010-2020**

The Core Paths Plan was formally adopted for the National Park area on 23 June 2010 and is due for review in 2020. It meets the statutory duty placed on the Authority to: "...draw up a plan for a system of paths (core paths) sufficient for the purposes of giving the public reasonable access throughout their area."

Core paths are essential paths that enable people to get around the Park. They provide links to a range of other paths and routes and to connect to the wider countryside, and as such relate directly to active travel and the sense of place for people living in the village

## **Balquhiddier, Lochearnhead & Strathyre Community Action Plan 2014-2019**

The Community Action Plan was developed as part of the Community Partnership with support from the National Park, and outlines key themes and aspirations resulting from community consultation across the three villages. Overall feedback in the report noted perceived issues with road safety (52%), lack of activities for young people (21%), quality of recreational offerings (18%) and litter, tourism and neglect (9%).

With specific regards to Lochearnhead, the following priorities are identified:

- Improved Pavements and Street Lighting
- Support for local shops and services
- Development of community website and encouragement of new and re-invigorated local initiatives.
- Overall village enhancement
- Improvement in visitor experience and information
- Identification of a unique selling point
- Better recreational offerings
- Increased number of clubs and organised events for older residents
- Development of neglected or un-used sites.

These are both important to understand the wider context of this study, and subsequently demonstrate similar key themes in the consultation outputs.

## **The Scottish Government's National Performance Framework**

The Scottish Government's National Performance Framework (NPF) sets out a range of national level outcomes which will contribute to its overall vision and purpose. This project, just as the work undertaken through the Active Travel Framework, is expected support the following National Outcomes:

- People live in communities that are inclusive, empowered, resilient, and safe. By increasing the walking and wheeling facilities available and by identifying unsafe aspects of the mobility infrastructure, the Lochearnhead project should work towards this outcome.
- People value, enjoy, protect, and enhance their environment. The links to Objective 3 "To Identify public realm improvements and locations for an active travel hub and to develop relevant infrastructure e.g. reduce street clutter/furniture, better lighting, covered cycle parking, public bike pump and workstation, route maps etc".
- People are healthy and active. Especially given the recent COVID-19 outbreak by its very nature, the proposed infrastructure facilities promote active lifestyles, in particular for those who may experience greater barriers to Active Travel. In developing active lifestyles, and increasing the levels of physical activity, participants have a direct positive impact on their physical and mental health.

## **The National Walking Strategy**

The National Walking Strategy, published in 2014, has as its vision: "A Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking." It is underpinned by three strategic objectives:

- Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and wellbeing.
- Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone.
- Enable easy, convenient and safe independent mobility for everyone.

This links to the Lochearnhead project's first objective of "Ensuring the St Fillans to Lochearnhead shared use route connects with both sections of the village either side of the A84 and links with existing routes for the benefit of locals and visitors alike".

## **The Cycling Action Plan for Scotland (CAPS)**

The first Cycling Action Plan for Scotland (CAPS) was published in 2010 and then refreshed in 2013 and 2017. The vision set by CAPS is for "10% of everyday journeys to be made by bike, by 2020". The recent Cycling Scotland progress report recommended that this vision remains beyond 2020.

By working with rural communities to support the development of safe and well connected routes, this project will align directly with the visions outlined in the CAPS.

## **Active Scotland Outcomes Framework**

The Active Scotland Outcomes Framework describes Scotland's ambitions for sport and physical activity. Its vision is of a Scotland where more people are more active, more often, and it is framed around 6 key outcomes:

- We encourage and enable the inactive to be more active.
- We encourage and enable the active to stay active throughout life.
- We develop physical confidence and competence from the earliest age.
- We improve our active infrastructure – people and places.
- We support wellbeing and resilience in communities through physical activity and sport.
- We improve opportunities to participate, progress and achieve in sport.

## **The National Transport Strategy (NTS2)**

National Transport Strategy (NTS2), sets out an ambitious and compelling vision for Scotland's transport system for the next 20 years, one that protects our climate and improves lives. It encourages working together across boundaries to add value and ensure its success, involving all people in our society in decision making and empowering businesses and communities to play a vital part in the delivery process.

The Strategy does not identify or present specific projects, schemes, initiatives or interventions, but sets out the strategic framework within which future decisions on investment will be made. The Strategy presents a Vision for Scotland's transport system over the next 20 years, which is: We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.

## **The National Planning Framework (NPF)**

This framework sets the context for development in Scotland. The Key Planning outcomes are:

- a successful sustainable place – supporting economic growth, regeneration and the creation of well-designed places.
- a low carbon place reducing our carbon emissions and adapting to climate change.
- a natural resilient place helping to protect and enhance our natural cultural assets and facilitating their sustainable use
- a connected place supporting better transport and digital connectivity

The development of initiatives identified from this project will support the area in meeting these outcomes.



# Visual Audit

As part of the overall programme of engagement and research, an initial visual audit was conducted by Alan Jones Associates. This exercise allowed visual recording of key elements of infrastructure, public realm, and physical elements of the village.

In particular they explored the number of vacant/derelict sites throughout the village, photographed signage, public toilets, information boards, recycling facilities, bus pick up points and access issues relating to the loch shore.

From this visual audit the team were able to see first-hand issues around road safety, lack of defined car parking, green open space and play provision and links to cycle and walking routes. The team used this information to assist them in framing the survey and the localised Place-making Wheel on which residents' views were subsequently sought.

The subsequent photographs highlight some of the key issues.



**Village Amenities** - These include public toilets, Village Hall, Village Shop, recycling points, picnic benches, green open spaces and children's play area







Signage - The village has a proliferation of signs some of which are beyond repair



Derelict and vacant gap sites



Traffic, Roads & Pavements





# Key Partner Engagement

## **Balquhidder Lochearnhead & Strathyre Development Trust**

A meeting with the Trust Development Officer took place on 12th March. The Trust had just drafted a new Balquhidder, Lochearnhead & Strathyre Community Action Plan (CAP) which demonstrated close alignment with the four themes emerging in this report.

## **Balquhidder, Lochearnhead & Strathyre Community Council**

The Community Council has been supportive and helpful in progressing the work in this project. They were represented at the community consultation drop-in on 21 February, the second key stakeholder meeting in the village hall on 21 February, and the Future Walk on 12 March. The Chairman and Secretary supplied information on loch side property owners and permissions that would enable Transport Scotland to progress plans for a new roadside footpath East along the A85.

The current Minute Secretary and former Community Council Chairman was instrumental in working with Transport Scotland (and their agent BEAR Scotland) over several years to try and get the new footway installed.

In conversation with the former chairman on 12 March, he explained the complexity in getting the plans to this stage. He confirmed that all land ownership issues had now been resolved regarding the new footway (phase 1) and agreements reached with all relevant landowners. Some properties were bought by companies but, according to the former chairman, Transport Scotland wrote to them and there had been no objections.

## **Edinchip Estate**

Edinchip Estate owns 3,200 acres of land around Lochearnhead. This includes fields between the A84 and the head of the loch that are significant in terms of the community's desire to have a new circular access footpath.

Engagement with the estate focused on extending the path down from NCN7 across the A84 and link to the loch shore and existing core path. From there this path would link to the core path already in place on Edinchip land along the head of the loch.

The Farm Manager expressed his concerns, citing incidences of dogs off leads, litter lying around, gates left open, and the risk to livestock.

The Manager suggested an alternative route which would continue from the existing core path, across the Kendrum burn and then up to the A84 via the existing Scottish Water access road. He made it clear he wants to find a positive solution, but not at the cost of splitting estate land in a way that would have a detrimental impact on his ability to farm the land.

## **Local Landowner**

A prominent local landowner was engaged having been identified as the owner of a number of key sites and other land in and around the village.

This includes the former water sports facility alongside the A85 and the derelict garage site beside the junction of the A84 and A85. His family also own land along the head of the loch, which is important in connecting the new footpath through the village to the existing core path network.



Meetings took place with the landowner on 21st February and 12th March, plus several other telephone conversations.

He stated he had approached National Park architects with drawings he had prepared for the water sports site and it was his intention to follow through on these plans in the future. He also had plans drawn up for the former garage site in 2004.

The landowner stated that one or more of his family may return home to Lochearnhead within the next few years to develop one or both sites.

Discussion also took place regarding access to the loch side via the former water sports site. The landowner agreed to the installation of an accessible style gate by the A85 roadside footpath near the former water sports site. That would restrict entry by caravans etc yet enable people to access the area for a picnic, sit by the edge of the water or launch kayaks/canoes/paddleboards.

Alternative options were discussed for ownership and development of these sites (including the potential for community ownership/ leasing) but the landowner made it clear that both sites will remain in his ownership for now, with the potential for development by his family at a future date.

### **Lochside Property & Landowners**

The community have been campaigning for several years to have the footpath extended East along the A85. It is currently dangerous to walk along the road, especially in the evening.

To make this vision a reality required the agreement of all owners of relevant land and sites, including frontages. This involved significant input from the Community Council in discussions and negotiation with the current property and landowners.

### **Canoeing and Paddling**

Discussion took place with a local canoe/paddling coach on 20 March regarding the promotion of behaviour change associated with water-based activities.

The paddle sport coach and canoe guide makes frequent use of the loch with his business and is keen to get people involved in water-based activities and would be happy to stage promotional events and activities to get people more involved in the outdoors. The coach currently gains access to the loch for his business via a gate (that is currently locked) into the former water sports site.

Subject to the installation of a new accessible gate he would be willing to monitor the site through his network of regular access paddlers and canoeists.

Stirling Council could install an extra litter bin and a media /social media/ The Villagers campaign could highlight the importance of everyone looking after the place.

### **Balquhiddier Pump Track and Skills Park**

One of the themes that emerged from the various community engagements was the desire for the local community and tourists to have access to bike facilities and activities. It was noted that this did not necessarily have to be in Lochearnhead, but could be developed in the surrounding area, should an opportunity be identified.

Discussions took place with a local Balquhiddier businesswoman, on 23rd March, followed by several other communications. 'Roll' is her family bike hire business being set up this year near Balquhiddier. She is also planning a new outdoor business (pump track and skills park) alongside community land next to the forest school.

The younger children from all three villages attend the same school in Strathyre and the BLS Community Trust was founded to cater for the needs of all three villages. Lochearnhead is within easy cycling distance to the cabin at Mhor84 which is centrally located for all three villages.

This business has the potential to support behaviour change across all three communities. The following are planned as part of this new business venture:

- Bike and e-bike hire
- Paddle board hire
- Bike Sales, parts, maintenance, and servicing
- Bike skills park
- Pump track
- Mountain bike trails
- Mobile hire services – delivery service and collection
- Demo days held at the cabin in Balquhiddier
- Talks, instruction, and tours starting from and including all BLS village hall locations.
- Children's clubs and coaching held at the bike park in Balquhiddier for all the BLS school children
- Guided walks
- Laminated maps of the local cycle network and trails to help guide customers
- Support and advice at the bike cabin from local experts which if demand could be given in talks at each of the 3 BLS village halls.
- Demonstrations of e-bikes at the village halls.
- Basic bike maintenance classes at the village hall



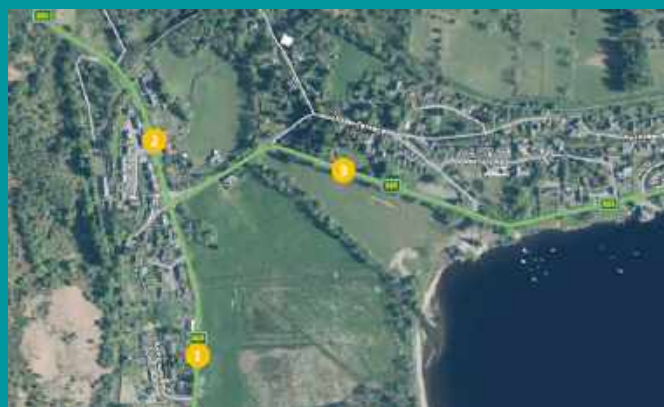


# Traffic & Roads

## Traffic Surveys

As part of the study, traffic count surveys were conducted on the three mapped sites in the village.

- **Site 1** A84 between Kendrum Road & Ravenscroft Road
- **Site 2** - A84 north of Cameron Court
- **Site 3** - A85 east of Lochearnhead Village Hall



Each of these sites has a 30mph limit, and were surveyed between Saturday 15th Friday 21st February with the results summarised below.

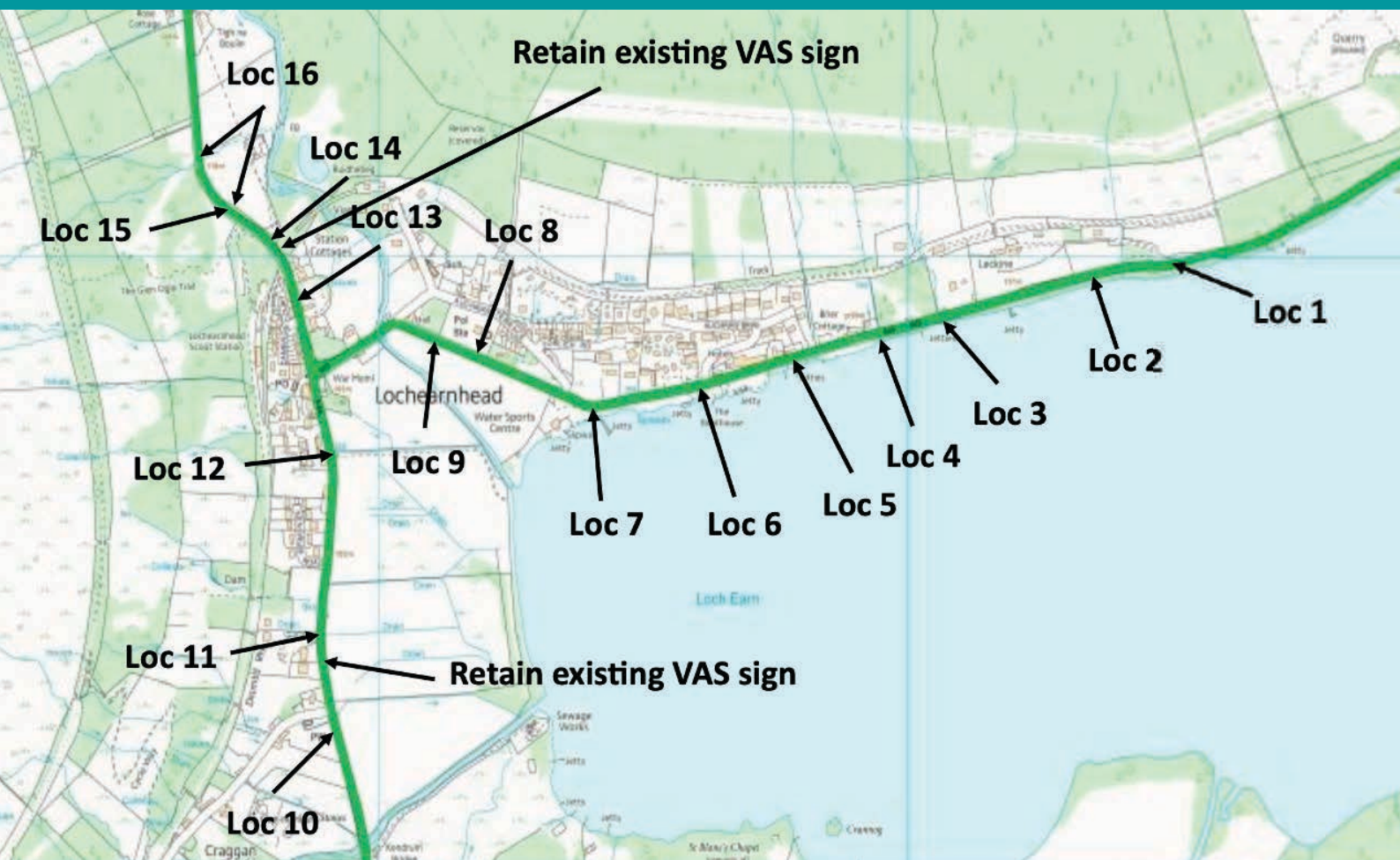
	Direction.	Total Vehicles	5 Day Ave.	7 Day Ave.	No. Over Speed Limit.	% Over Speed Limit.	No Over ACPO Limit.	% Over ACPO Limit.	No. Over DfT Limit.	% Over DfT Limit.	Mean Speed	85%ile Speed
1	N	8391	1262	1199	5517	66%	1838	22%	157	2%	32.2	36.6
	S	8346	1216	1192	6277	75%	2994	36%	285	3%	33.9	39.5
	N+S	16737	2478	2391	11794	70%	4832	29%	442	3%	33.0	38.2
2	N	9502	1434	1357	5910	62%	1714	18%	59	1%	31.4	35.6
	S	9629	1403	1376	4111	43%	955	10%	31	0%	29.5	33.7
	N+S	19131	2837	2733	10021	52%	2669	14%	90	0%	30.5	34.8
3	E	3227	467	461	2462	76%	1156	36%	40	1%	33.4	38.2
	W	3207	475	458	2326	73%	1002	31%	58	2%	33.0	37.9
	E+W	6434	941	919	4788	74%	2158	34%	98	2%	33.2	38.1



## Traffic Scotland & BEAR Scotland

Transport Scotland were represented at the first key stakeholder meeting held in the National Park offices on 21st February. They, and their agent BEAR Scotland, have been involved in several meetings, and outlined the following projects within their current year's capital plan:

- **Location 1** (BEAR OPS) Remove existing "Welcome to Lochearnhead Please Drive Carefully" & "Thank you for Driving Carefully" signage both sides of road and 3 countdown signs and poles on north verge on approach to speed limit.
- **Location 2** (BEAR OPS) Install New Gateway Signage/bollards as per standard detail drawing.
- **Location 3** (WJ) Supplement existing double sided 30's signage with 30's roundels painted on both lanes of carriageway to suit traffic flow.
- **Location 4** (WJ) New pedestrian in road warning sign—westbound verge.
- **Location 5** (WJ) Supplement existing double sided 30's signage with 30's roundels painted on both lanes of carriageway to match traffic flow.
- **Location 6** (WJ) Supplement existing double sided 30's signage with 30's roundels painted on both lanes of carriageway to match traffic flow.
- **Location 7** (WJ) Supplement existing double sided 30's signage with 30's roundels painted on both lanes of carriageway to match traffic flow.
- **Location 8** (BEAR OPS) New pedestrian in road warning sign on eastbound verge.
- **Location 9** (WJ) Supplement existing double sided 30's signage with 30's roundels painted on both lanes of carriageway to suit traffic flow.
- **Location 10** (BEAR OPS & WJ) Remove existing "Welcome to Lochearnhead—Please Drive Carefully" & "Thankyou for Driving Carefully" signage both sides of road and 2 no. Countdown Signs and poles on east verge on approach to 30 limit. Install New Gateway Signage/bollards both sides of road and associated road markings as per standard detail drawing.
- **Location 11** (BEAR OPS & WJ) Erect new 30's sign on existing pole back to back with existing sign. Supplement signage with 30's roundels painted on both lanes of carriageway to match traffic flow.
- **Location 12** (BEAR OPS & WJ) Erect new 30's sign on existing pole back to back with existing sign. Supplement signage with 30's roundels painted on both lanes of carriageway to match traffic flow.
- **Location 13** (WJ) New 'SLOW' marking southbound lane.
- **Location 14** (BEAR OPS) Remove existing Welcome to Lochearnhead Signage both sides of road.
- **Location 15** (BEAR OPS & WJ) Remove existing 30 speed limit signage. Install New Gateway Signage both sides of road and associated road markings as per standard detail drawing.
- **Location 16** (BEAR) Landscaping Cut back vegetation 2m back from road edge from 30's north to field boundary fence





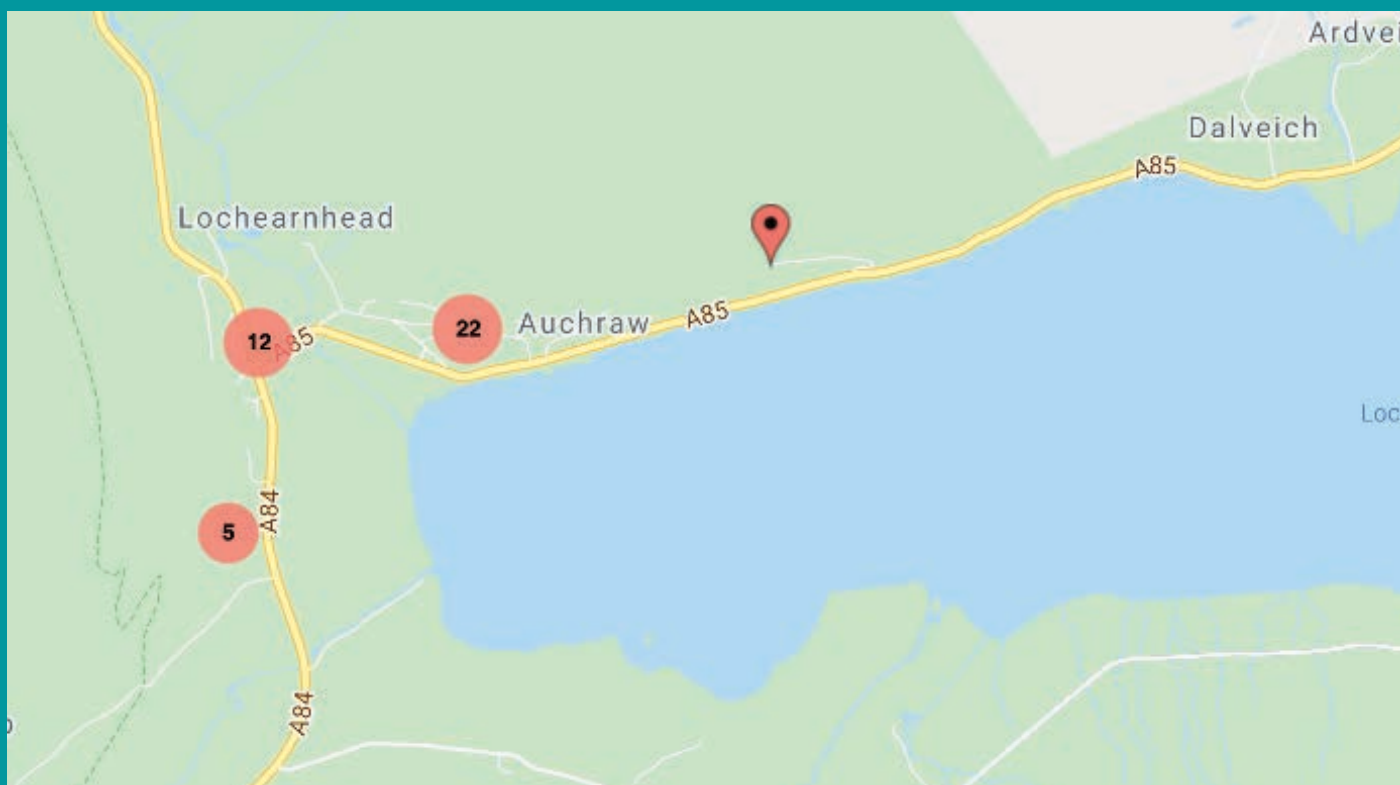


# Household Survey

An engagement survey was distributed to all residents of Lochearnhead, with a stamped addressed envelope to encourage returns.

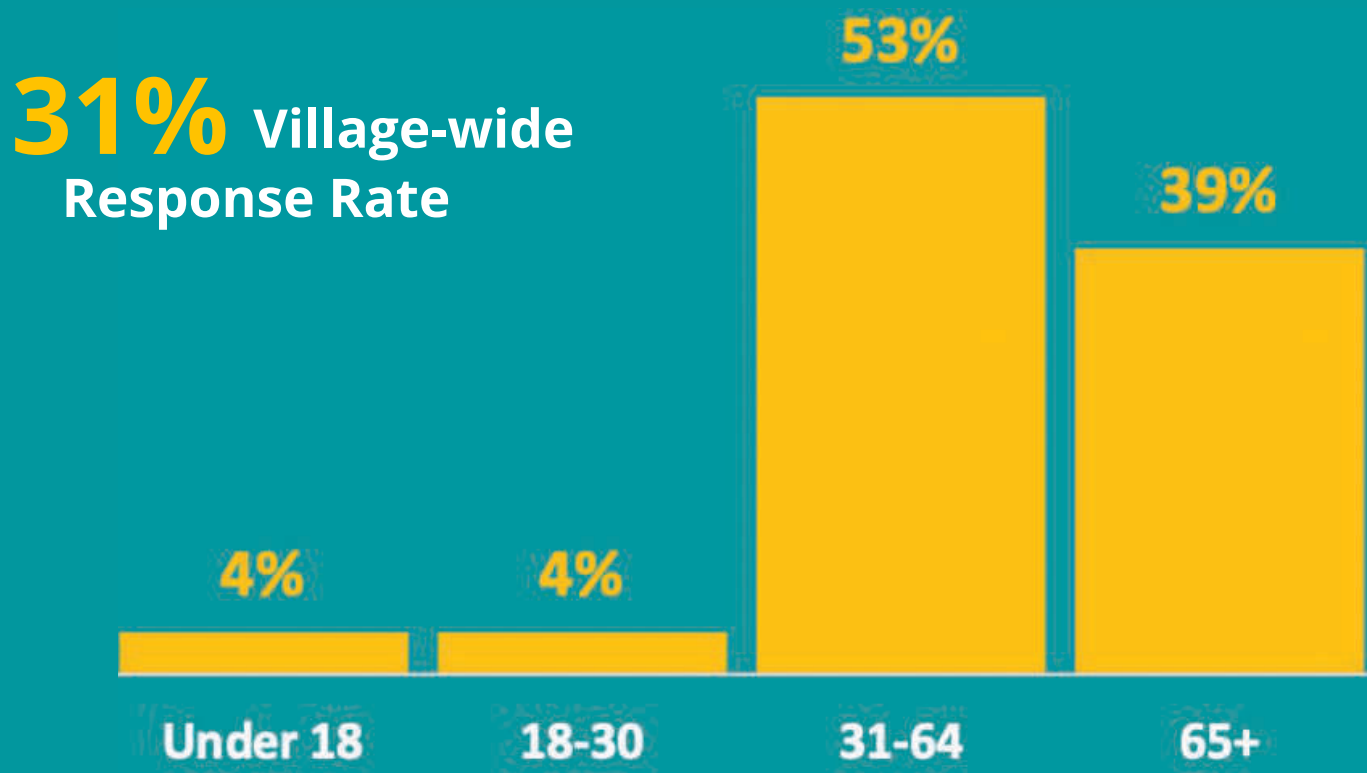
This survey sought opinions on the challenges around getting out and about in Lochearnhead, and work with the place-making standards to assess community views on key aspects of life in and around the village.

There were 52 responses to the survey (a 31% response rate), with the following map outlining the geographic spread of responses.

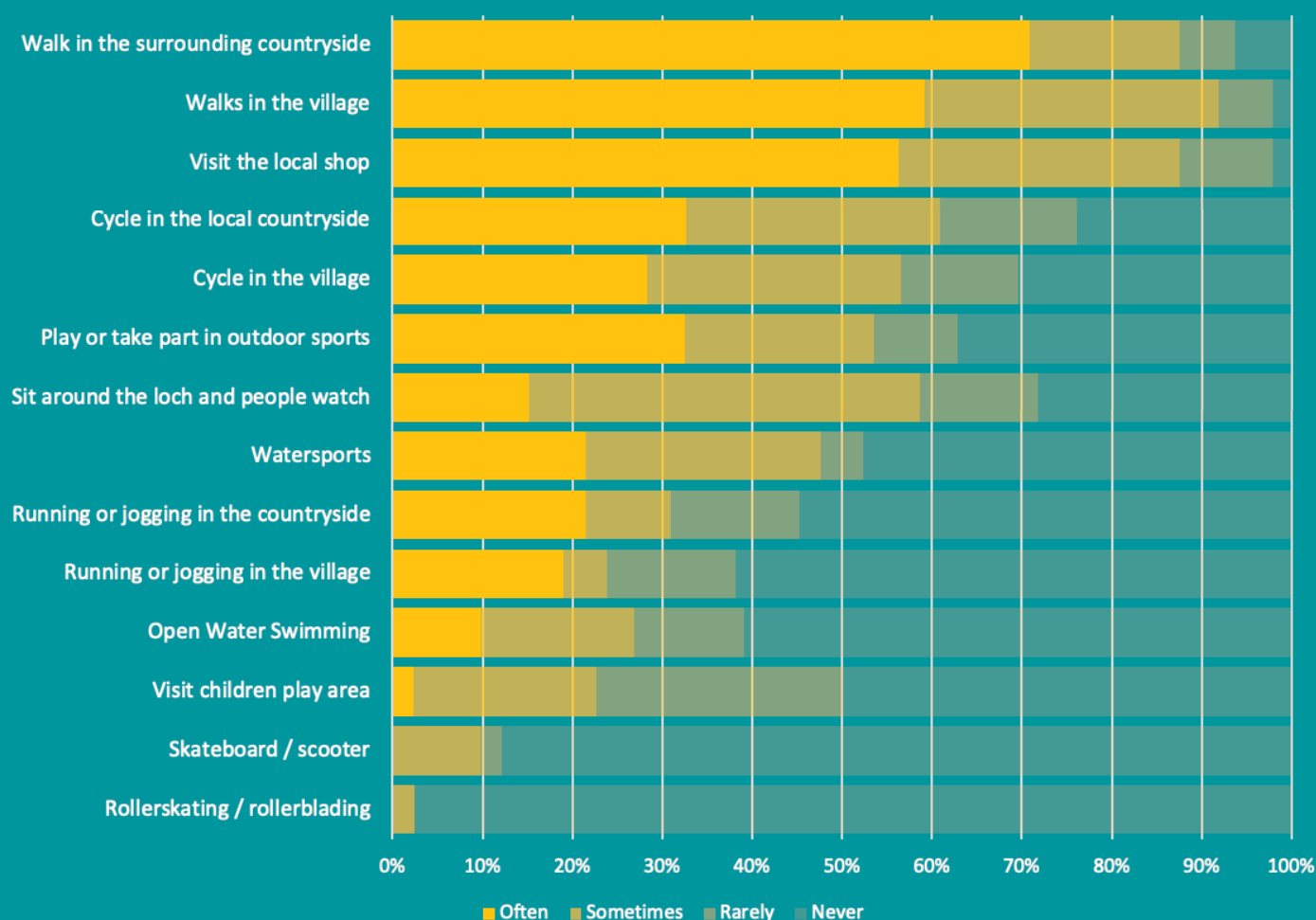




The age distribution of respondents is illustrated below:

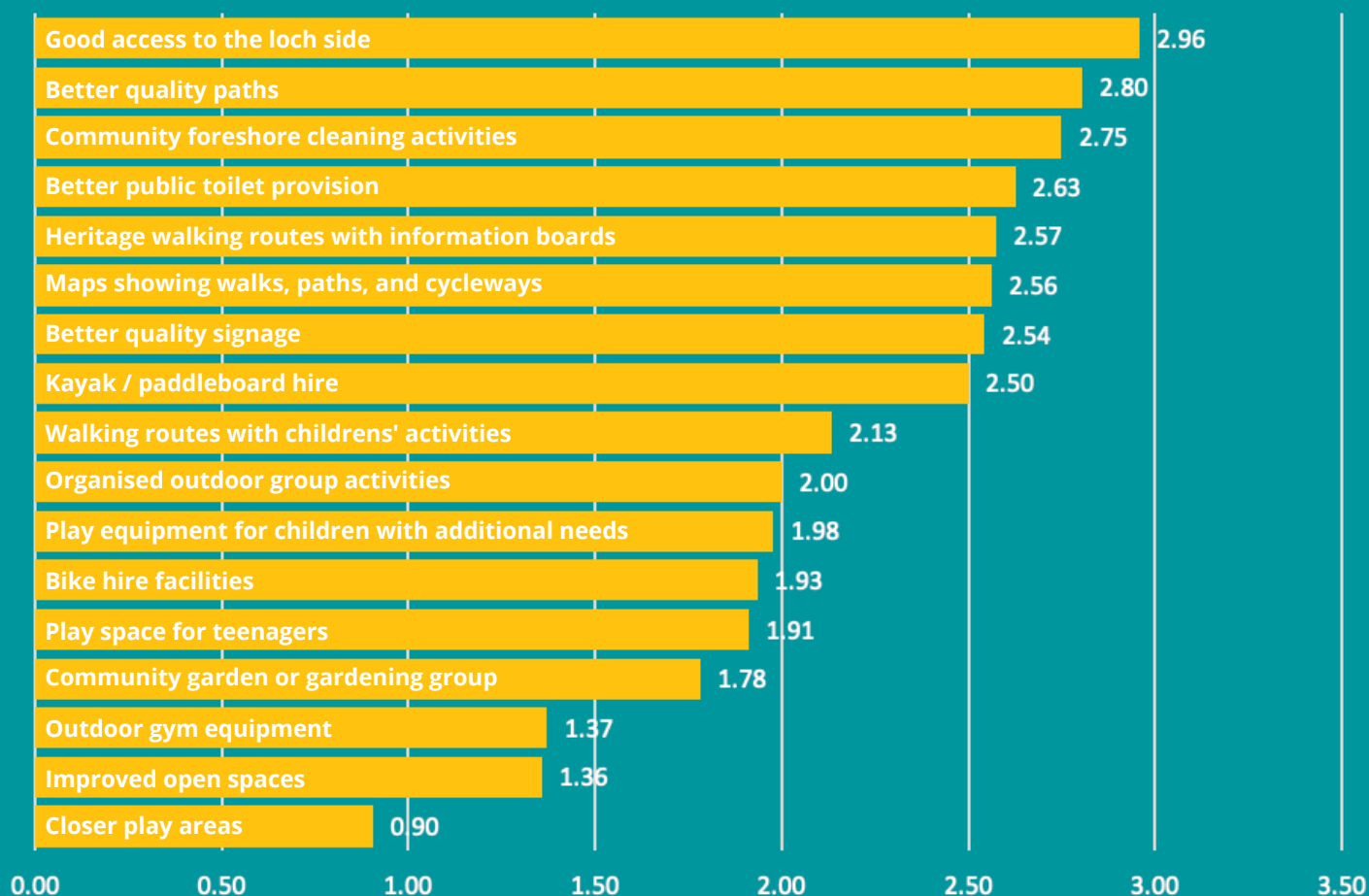


Respondents were asked to indicate what activities they take part in, and how often, the results are shown below, ranked from the most popular to the least:

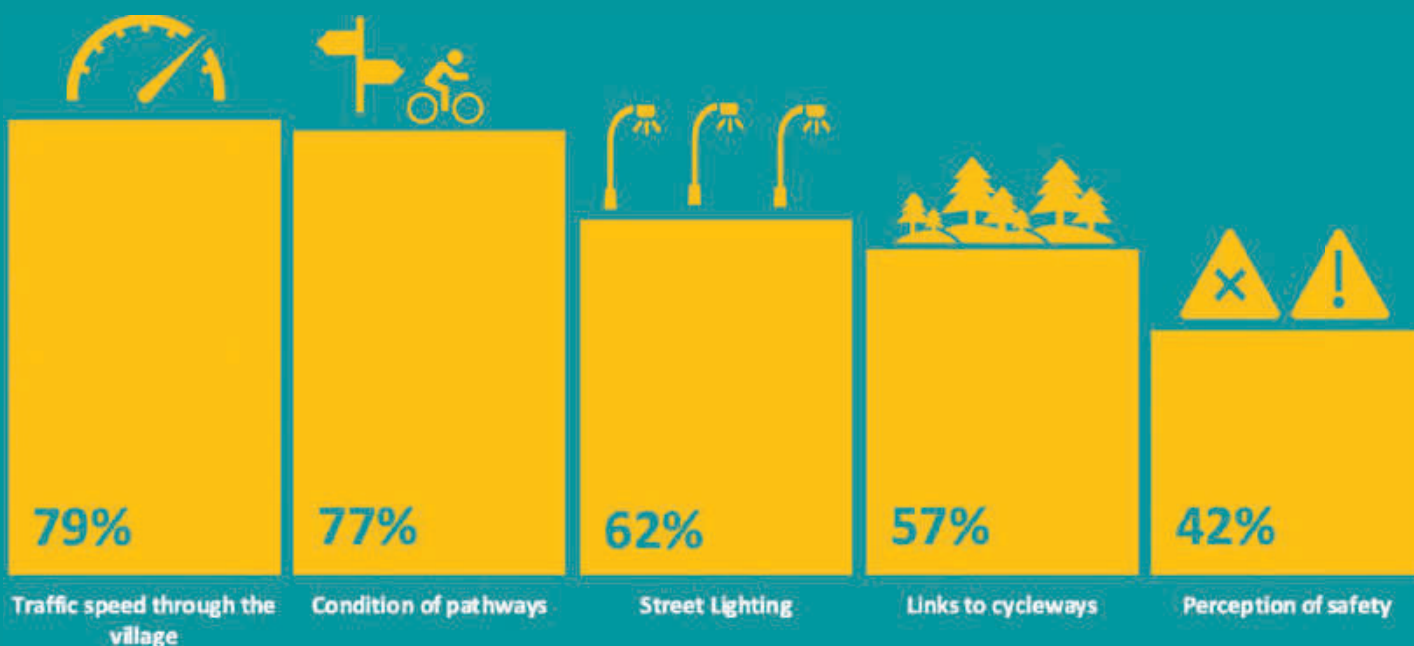




Respondents were asked what would help them, and their families get out and about more in Lochearnhead. Using a Likert scale where “Very Important” scores 3, “Would be good” scores 2, and “Not that important” scores 1, the following chart shows each factor ranked by average score:



Respondents were asked to identify the key barriers to engaging in active travel within their local area. As demonstrated below, traffic speed was the most frequently noted, with condition of pathways second, street lighting third, cycle links fourth, and perception of safety fifth.





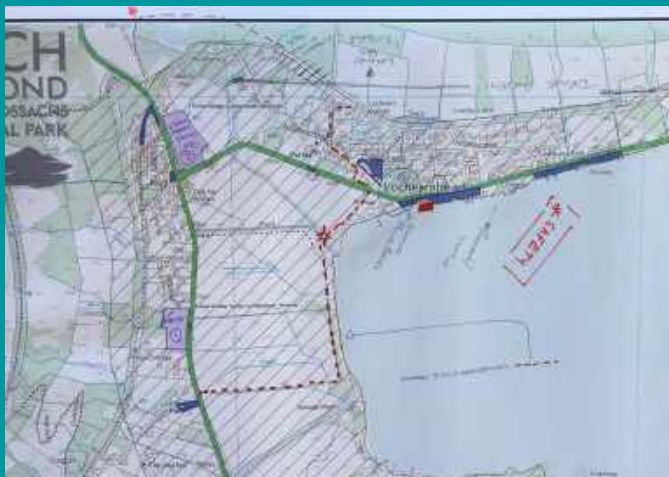


# Community Events

## Village Hall Drop-In

33 local people attended a drop-in event in the village hall on 21st February 2020. A number of points were raised and discussed, all informing the subsequent project development.

There was significant discussion around a new potential route for the NCN7 extension, which was subsequently plotted on a map for consideration (below).



A number of other key considerations included comments around:

- The safety around pavements and street lighting
- Public access to the lochside
- The quality of public toilet provisions
- The need for improved play and leisure facilities
- The concern at the lack of community groups, including the acknowledgement that the youth club had disbanded.

## Future Walk

A 'Future Walk' took place on 12th March 2020. Discussion centred on the key themes that had emerged from the engagement events on 21st February:

- Safety
- Access
- Facilities
- Environment

The group walked the potential new route that had been flagged up in the drop-in events. All agreed this was a fantastic new link for locals and visitors; better connecting the village with NCN7; giving improved access to the loch side; and providing safe crossings on the A84 and A85.







# Stakeholder Events

A stakeholder event was held on 21st February with representatives in attendance from Loch Lomond & Trossachs National Park; Transport Scotland; and Balquhidder, Lochearnhead and Strathyre Community Trust. Apologies were received from Sustrans and Stirling Council.

The second event was held that evening, with representatives in attendance from the National Park; Balquhidder, Lochearnhead & Strathyre Community Council; Balquhidder, Lochearnhead & Strathyre Community Trust; a local hotel owner; and other local community representatives. Apologies were received from local landowner and local police representative.

The discussions at both meetings were focused around the same key prompts, with a summary of findings below:

## What are the key issues to be resolved?

- Concern about safety/condition of trunk roads/ footways/ intersections
- Use of derelict sites
- Arrivals to the village (plus connections to active travel - cycle paths and core paths.
- Public transport and infrastructure
- Street design for walkers and cyclists
- Access to the loch side
- Facility improvements

## What results do they wish to see?

- The first group felt many of the issues raised in 1 were linked and could be branded under connectivity, considering connections to and within the village, continuous footway on the loch side and heading back west, footway to link to core path and perhaps pass by water sports site and then along NE edge of loch via foot bridge to join up again with core path, and frontages and loch access

- Water sports centre and slipway
- Village hub (tourism, shop, information, etc)
- Bus stops/infrastructure improvements – alternative drop off point for children to stop cars parking at trunk road junction area.
- Other bus stops and street furniture
- Resolution of land ownership issues
- Community buy out options
- Forward planning
- Increased number of people stopping rather than passing through the village.

## How can you measure progress?

- Number of derelict sites back into use
- Reached agreement from all stakeholders (landowners, community, partners) on a clear action plan to develop Lochearnhead as a destination for locals and visitors
- Number of people using routes
- Quality of the place improved
- More walking and cycling
- Use of public transport
- Number of people using the local shop.





# School Engagement

In developing and delivering a wide reaching and effective community engagement, the inclusion of young people is essential. As part of this project, Alan Jones Associates engaged directly with the local primary school in Strathyre and arranged interactive sessions with the pupils on March 5th 2020 using "postcards from the future". These sessions successfully engaged primary pupils to discuss their views on the local area, local provision, and what they would like to see in terms of the future of Lochearnhead, with the postcards providing the following images and notes.

I think we should upgrade the park because it's about 30 years old

I would like things improved because when I go into the village I have nothing to do and I want more stuff to do. This would be so much more fun.

I want a bike park and a place to walk dogs. A deer attraction to look at while walking. We need more sports facilities in the green areas. There needs to be more to do in the village.

The reason I would like 2 bins is because this would reduce the litter in the park. I would like a little pond because it would be nice and pretty. I would like to bird watch. I would like more trees because it improves the greenery. I would like more swings and a trampoline.

I would like the play park upgraded and a bike park. The play park is boring. If it was upgraded I would go more often. I have to travel by car to go to other playparks that are better. It would be better if there was something local.





I would like a walking area for everyone to enjoy. More grassed areas would be fun for everyone.

I think we should have a sports field because it would get us more active. I think we should have a water slide as it would get us used to water and swimming.

I would like a big skate park.

I would like a football pitch on the field.

I would like a bike track because there are not really any jumps or trails in Lochearnhead. I would use it all day every day. Also a football pitch, tennis court and basketball so we can have a good time with our friends and fun.

I would like go karts but only open at weekends.

More ramps for bikes, scooters and skateboards. But no motor bikes.

I would like a path to be able to walk round the loch. A shop would be good so you can get food and juice and have a rest.

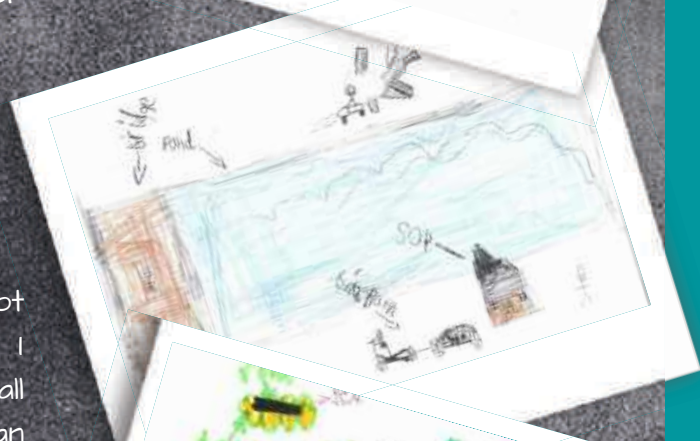
I would like a skate park.

I would like a path and a bridge over a pond and a skate park.

I would like a bigger and better park and a sand pit and vegetable garden to grow food and sell in the village.

I think there should be a mini cormie croft so people could go outside.

I think picnic benches for adults.







# The Place Standard Tool

As part of the first stage of community engagement, respondents were asked to score key elements around their perception of place-making generally, and specific to Lochearnhead.

## The Place Standard Tool

This page outlines the responses in relation to the general place standard tool, and the scoring appointed to each element. These are illustrated in the adjacent perception map, and ranked by highest concern in the table below.

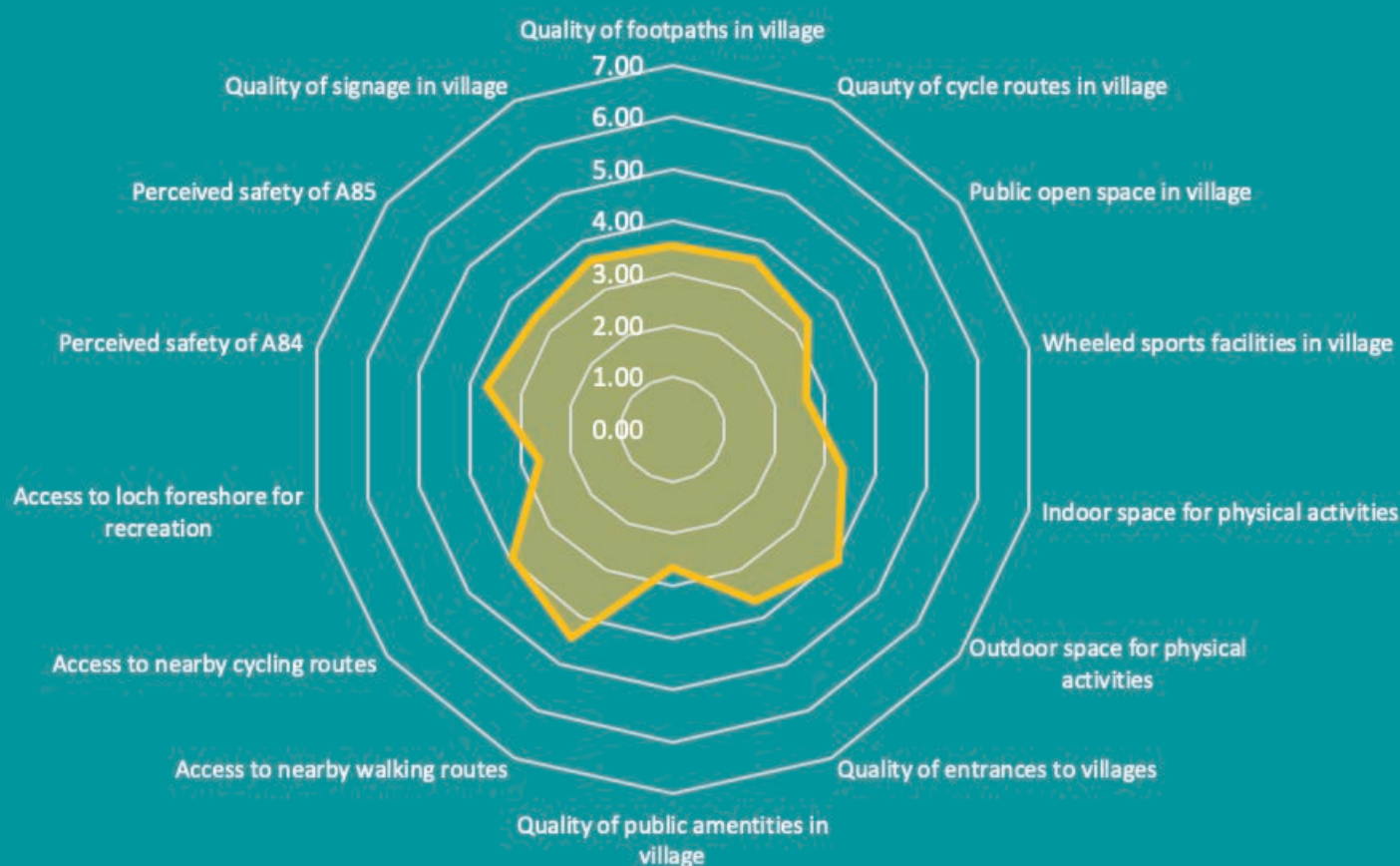


Rank 1	Public Transport	2.60
Rank 2	Facilities and Amenities	2.89
Rank 3	Work and Local Economy	3.02
Rank 4	Influence and Sense of Control	3.47
Rank 5	Care and Maintenance	3.84
Rank 6	Streets and Spaces	4.08
Rank 7	Play and Recreation	4.27
Rank 8	Housing and Community	4.27
Rank 9	Traffic and Parking	4.47
Rank 10	Moving around	4.55
Rank 11	Social Contact	4.81
Rank 12	Natural Space	5.05
Rank 13	Identity and Belonging	5.10
Rank 14	Feeling Safe	5.26



## The Lochearnhead Bespoke Place Standard Tool

This page outlines the responses in relation to the bespoke place standard tool developed for Lochearnhead, and this specific project, and the scoring allocated to each element. These are illustrated in the perception map, and ranked by highest concern in the table below. The findings from both place-making exercises were able to focus the direction of the project, and inform the further consultation on projects and initiatives for the village.



Rank 1	Wheeled sports facilities in village	2.62
Rank 2	Access to loch foreshore for recreation	2.63
Rank 3	Quality of public amenities in village	2.64
Rank 4	Public open space in village	3.33
Rank 5	Indoor space for physical activities	3.36
Rank 6	Perceived safety of A85	3.40
Rank 7	Quality of footpaths in village	3.53
Rank 8	Quality of cycle routes in village	3.63
Rank 9	Quality of signage in village	3.63
Rank 10	Perceived safety of A84	3.66
Rank 11	Quality of entrances to villages	3.67
Rank 12	Access to nearby cycling routes	3.94
Rank 13	Outdoor space for physical activities	4.05
Rank 14	Access to nearby walking routes	4.45



# Initial Themes

From the programme of community and stakeholder consultation, the following key themes emerged. Within each theme, a number of relevant projects and initiatives were proposed for appraisal through the subsequent engagement, report, surveys and discussions.

## Theme 1

### safer roads & paths

#### **New pedestrian crossings & traffic calming on A84 & A85**

Consultation has suggested the installation of crossings on the A84 and A85 to improve safety and accessibility for residents, and to support traffic calming.

#### **Improved street lighting**

Our survey noted a balance for more street lighting in parts of the village, whilst retaining a 'dark sky' element for stargazing etc.

#### **Extended & improved pavement on A85**

Our survey results highlight a need to extend and improve the pavement heading east on the A85 to ensure resident and visitor safety

## Theme 2

### connectivity & access

#### **Improved path connectivity to link village with NCN7**

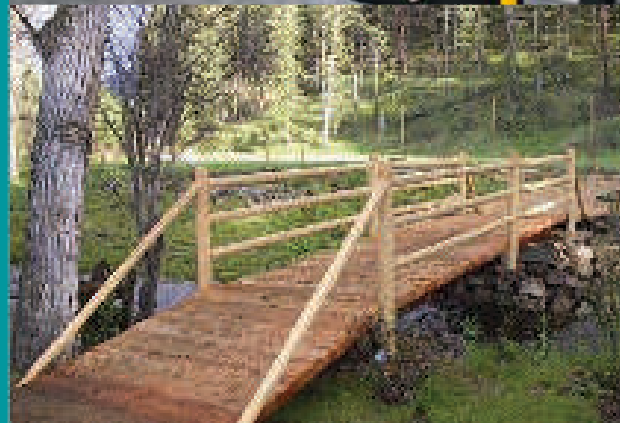
There is a desire to see improved linkages to core paths. Using the safe crossings previously suggested, and the construction of foot bridges and new path surfaces, these links could be achieved with landowner agreement, connecting the village green spaces, the loch side, with the wider path networks.

#### **Community & visitor loch side access**

There is strong demand for access to the loch side. By installing an all abilities access gate, and litter bin provision, this could be achieved.

#### **Improved public transport links**

Community engagement has identified a desire to see improved public transport links, in particular to the east. The project has identified that a Demand Responsive Transport service exists through Stirling Council, which gives access to a number of destinations, including St Fillans.





## Theme 3

# facilities, features & infrastructure

### Village hub, village green & local facilities

From the community engagement results, there is a clear desire to protect and enhance the facilities and services in the village. Key areas such as the picnic area, the play park, and the village hall could provide local hubs. These could be linked to existing nearby activities such as satellite classes at nearby hubs, Lochearnhead Village Hall and possible new hub at Balquhider.

### Village entrances

Using attractive public realm artwork at the three entrances to the village could improve the aesthetic of the village, whilst enhancing traffic calming measures. The indicative examples show how these could look

### New build water sports centre

There is significant desire for a new water sports facility; a long-term vision shared by the majority of those who completed the surveys.

### Developing derelict sites

The derelict sites in the village offer potential to meet some of the suggested improvements outlined by the community, and in particular the school children. This could include enhanced interpretive facilities, a Multi-Use Games Area, or a new visitor services hub.

## Theme 4

# our unique environment

### Promote the loch, & wealth of local wildlife

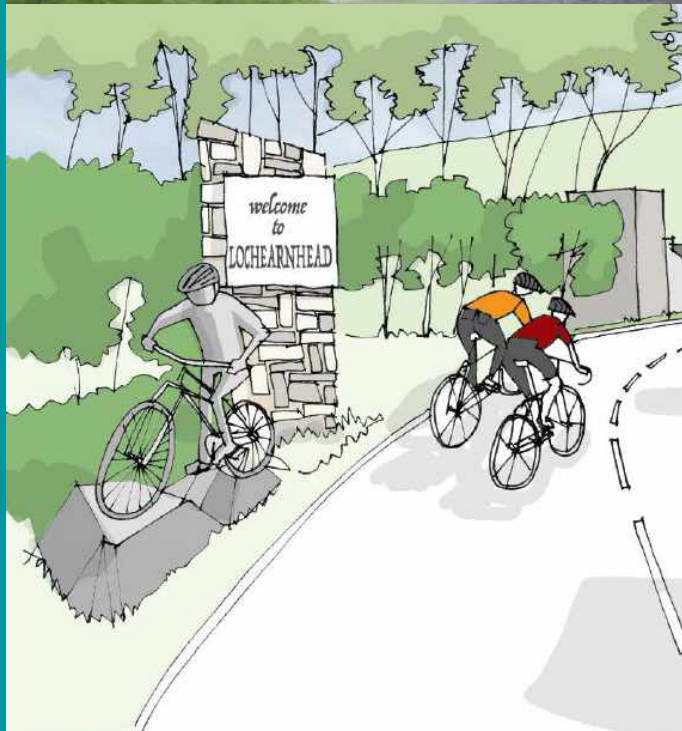
From the community engagement, there is a clear desire to enhance the awareness and access to the natural assets of Lochearnhead. The provision of a bird hide, and links to the improved paths and interpretation will increase the appeal to visitors and locals.

### Improved & enhanced interpretation

The visual audit and engagement has identified the opportunity for more consistent signage and greater local information and interpretation. Taking into account tourist information and the existing Bliss Trail, this could be developed at key points throughout the village.

### Planting & 'on the verge' wildflower campaign

Wildflower planting, particularly aligning with the existing 'On The Verge Initiative' within Stirling Council can improve the village's image, building on existing initiatives in key areas.



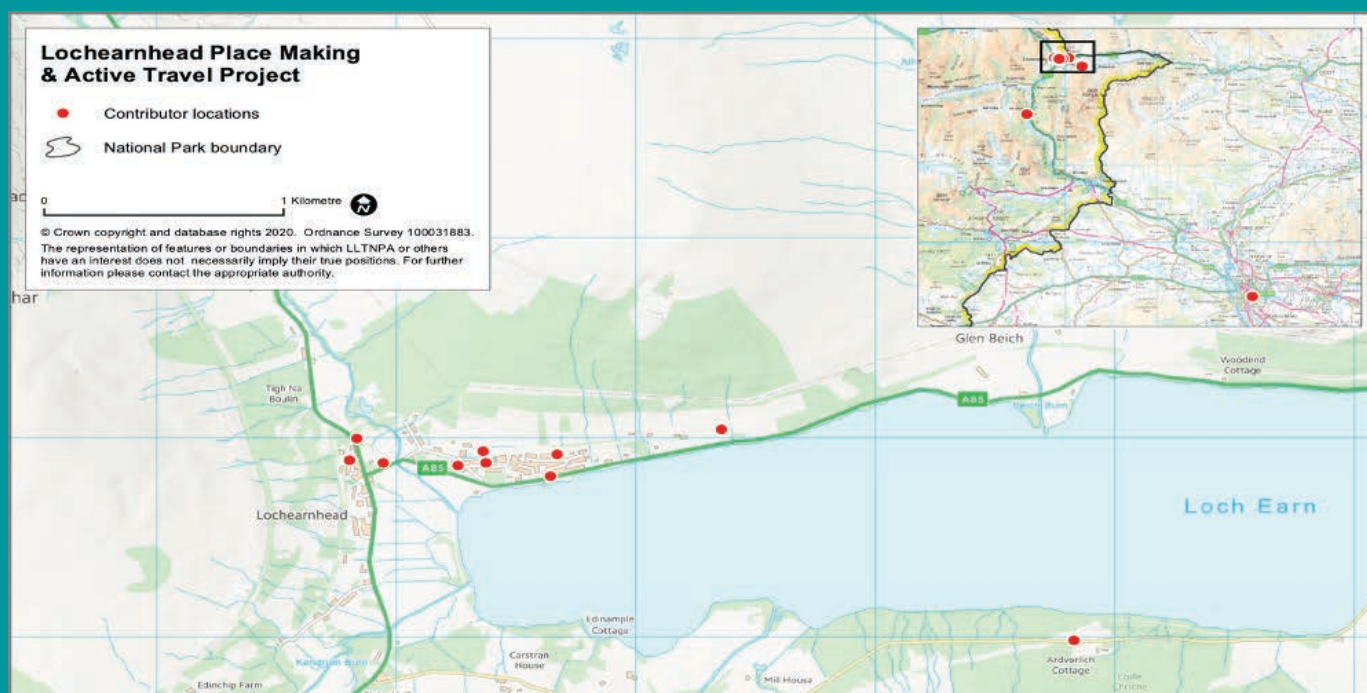
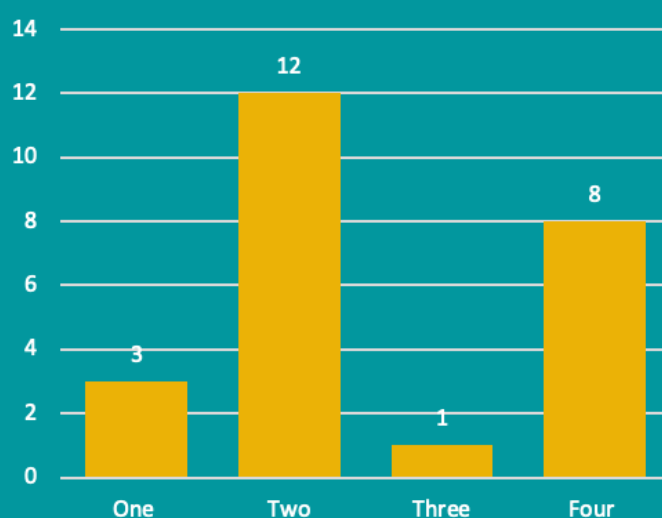


# Second Survey

Due to ongoing Covid-19 restrictions, a planned community evening event scheduled in March had to be cancelled. This event was planned to provide feedback to the community on the initial survey and community engagement findings and potential options going forward. Instead, a detailed electronic feedback report and survey was prepared and circulated online via The Villagers newsletter.

Respondents were asked to indicate the size of their household. As the adjacent chart shows responses to this survey are representative of 62 residents from 24 households.

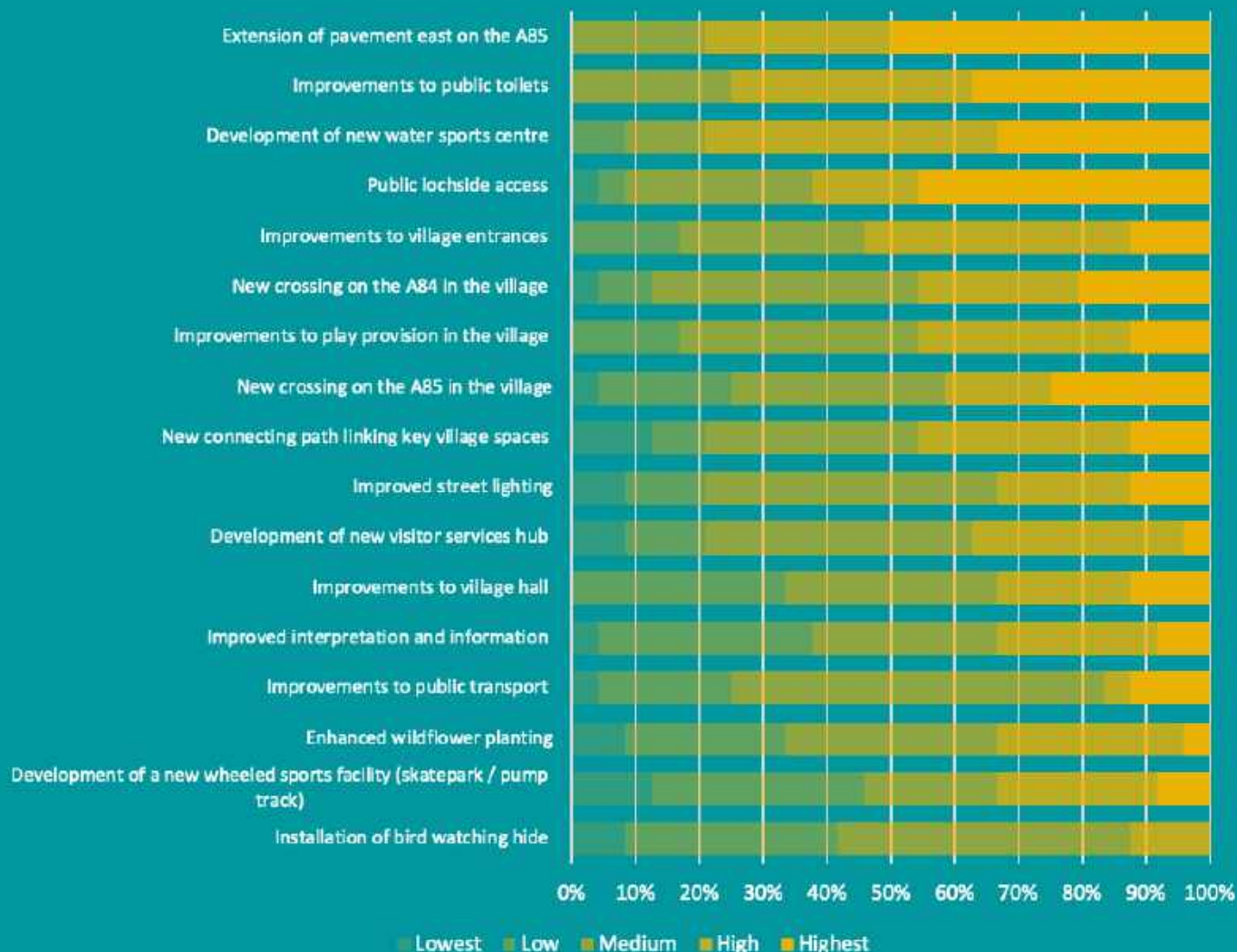
The geographic spread of respondents is mapped below:





# Project Prioritisation

Across the four identified themes, respondents were provided with a summary of potential projects, initiatives and improvements. Within each theme, they were asked to indicate a level of priority for each project in relation to its benefits to their family / household. Selecting highest, high, medium, low, or lowest priority, the projects across all four themes were then scored using a Likert scale, and ranked accordingly – these are outlined the chart and subsequent table below.



Rank 1	Extension of pavement east on the A85	4.29
Rank 2	Improvements to public toilets	4.13
Rank 3	Development of new water sports centre	4.04
Rank 4	Public Lochside access	3.96
Rank 5=	New crossing on the A84 in the village	3.50
Rank 5=	Improvements to village entrances	3.50
Rank 7	Improvements to play provision in the village	3.42
Rank 8	New crossing on the A85 in the village	3.38
Rank 9	New connecting path linking key village spaces	3.25
Rank 10	Improved street lighting	3.17
Rank 11=	Improvements to village hall	3.13
Rank 11=	Development of new visitor services hub	3.13
Rank 13=	Improvements to public transport	3.00
Rank 13=	Improved interpretation and information	3.00
Rank 15	Enhanced wildflower planting	2.96
Rank 16	Development of a new wheeled sports facility (skatepark / pump track)	2.83
Rank 17	Installation of bird watching hide	2.63





# Options Appraisal

From the initial and subsequent community engagement, stakeholder meetings, and other public events, six projects are proposed for further development. These projects stem from both the public realm and infrastructure improvements ranked under the key themes, and from the identification of barriers to active travel, and suggested initiatives:

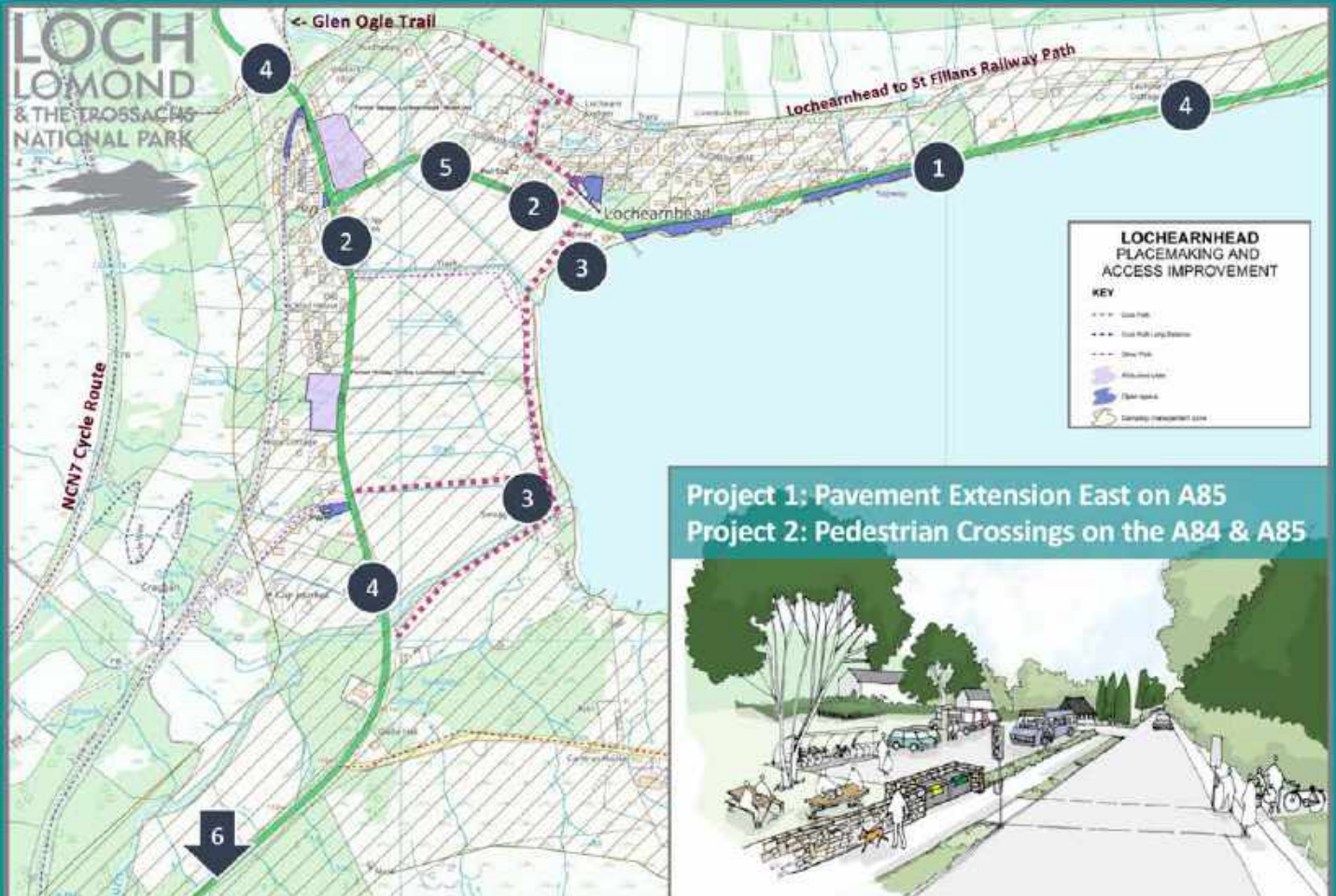
- **Project One** – Extension of Pavement East on the A85
- **Project Two** – Road Crossings on the A84 & A85
- **Project Three** – Public Lochside Access & Connectivity
- **Project Four** – Village Gateway Features
- **Project Five** – Visitor & Community Hub
- **Project Six** – Pump Track & Bike Hire in Balquhiddy

Throughout the consultation process, it became clear there is strong community support for re-establishing the former water sports centre and a desire for the public toilets to be improved. The landowner, and previous water sports centre operator, has indicated there are early stage plans to develop a new centre, however the envisaged timescale remains medium-long term. This report notes that the development of such a centre is a private and commercial enterprise.

The public toilets are the responsibility of Stirling Council and this concern should be raised by the community with the Council.



# Lochearnhead Project Overview



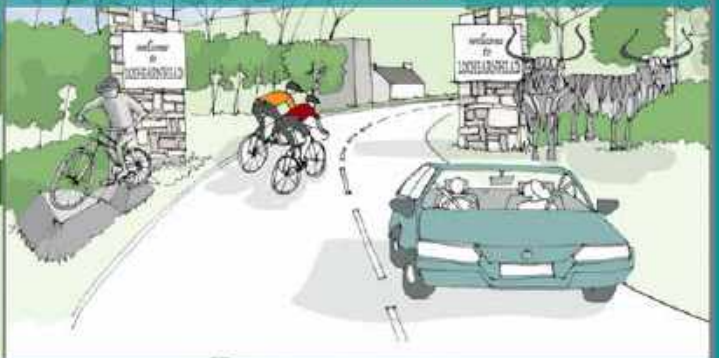
**Project 1: Pavement Extension East on A85**  
**Project 2: Pedestrian Crossings on the A84 & A85**



**Project 3: Public Lochside Access and Connectivity**



**Project 4: Village Gateway Features**



**Project 5: Visitor & Community Hub**



**Project 6: Pump Track & Bike Hire in Balquhiddar**





# Project One: Pavement Extension East on A85

From the visual audits, initial community consultation events, and as prioritised in the subsequent on-line survey, there is a clear and consistent community desire for the extension of the pavement on the A85 heading East on the periphery of the village. The current provision is perceived to be dangerous by residents, limiting their ability to walk at this end of the village.

This project was the highest scoring across all consultation themes. From consultation with Transport Scotland, and their agent BEAR, they have stated that the extension to this pavement (phase 1) is currently listed in their upcoming programme of works. Noting the presence of this within Transport Scotland's planned works, they will require to have undertaken all appropriate road safety audits and undertakings in line with statutory requirements and undertakings.

The delivery of these improvements by Transport Scotland will resolve a considerable concern raised by the village around road safety and accessibility in and around the village. This report welcomes the proposed progress of these works in the village and the positive effect it will have on active travel, and safety in Lochearnhead.





# Project Two: Pedestrian Crossings on the A84 & A85

In all of the community engagements, road safety has been demonstrated as a key community concern, and as a barrier to active travel in Lochearnhead. A particular concern is around the lack of safe crossings on both the A84 and A85.

In appraising these options, the second community survey further evidenced the community's aspiration for better crossings in the village. These concerns were flagged up with Transport Scotland and the outcomes of the traffic surveys were also shared with them.

Transport Scotland has agreed to the provision of informal crossings and plans for these are proposed within their current work programme for this financial year.

This report welcomes the plans for these informal crossings to be developed. However, the report also clearly articulates the fact that there is a clear desire within the community for more formal crossings to be developed. It is recommended that this be reviewed one year after the informal crossings are first put in place.



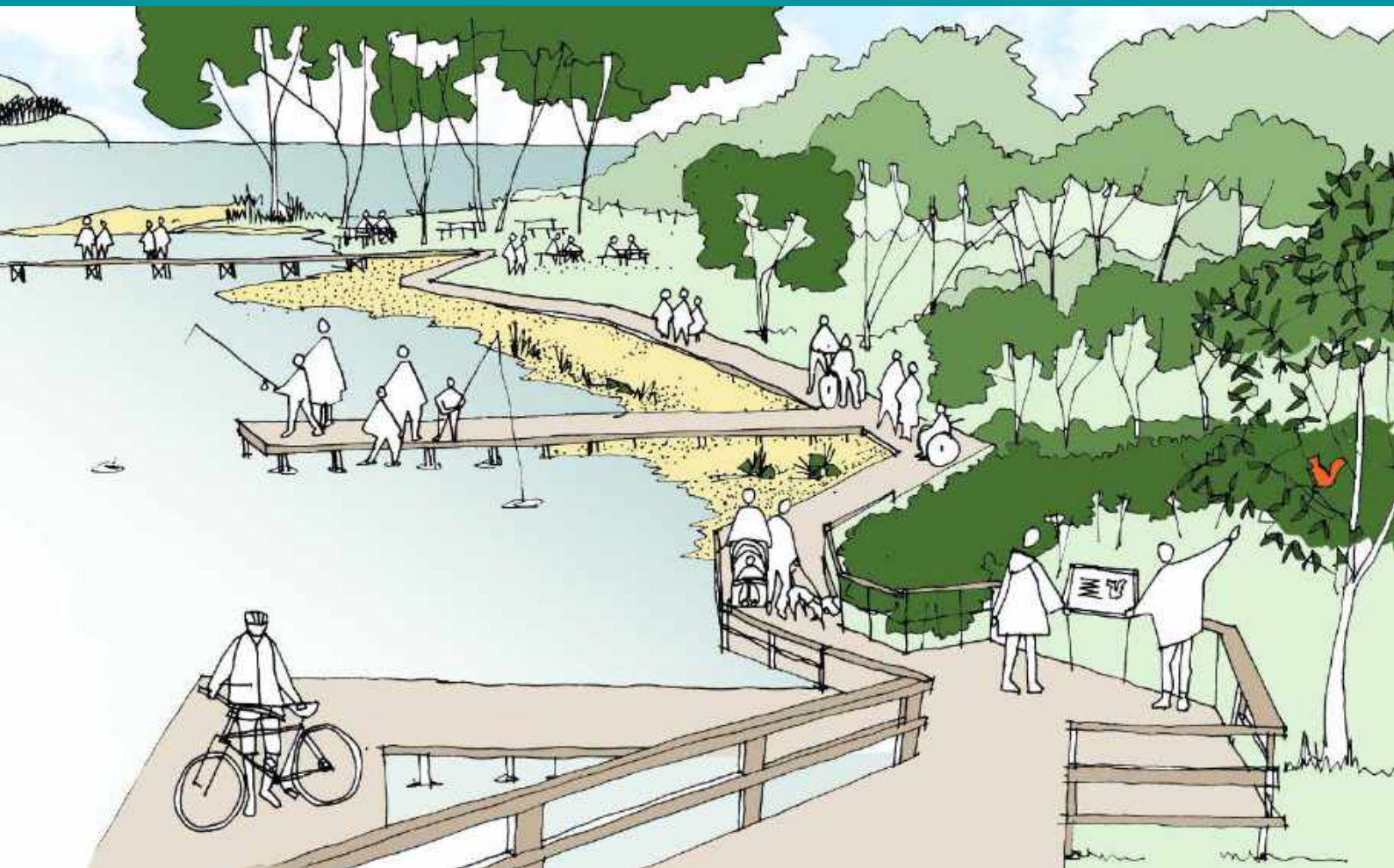


# Project Three: Public Lochside Access and Connectivity

Throughout the programme of community engagement, there was a clear desire for public access to the loch side in the village, suggesting that the village was currently failing to utilise the loch as an important and attractive asset for residents and visitors to the area.

In addition, community and stakeholder feedback demonstrated a desire to improve the connectivity within the village, working to incorporate the NCN7 cycle path in a manner which promotes Lochearnhead as a place to stop. In concluding the first and second stage of consultation, and working with key stakeholders, this report suggests improvement to lochside access, and overall connectivity, comprising the following key elements:

- Public access to the loch side by way of a new all abilities accessible gate, replacing the current gate that accesses the former water sports site
  - New and extended footpath from A85, past the former water sports site, and connecting to existing core path along the head of the loch (formal agreement to be reached with landowner).
  - New footbridge over the small burn past the former water sports site.
  - New footpath extension from the end of the existing core path at the head of the loch up through Edinchip land to the A84 or from the end of the existing core path at the head of the loch, connecting to the existing Scottish Water path via a footbridge over the Kendrum Burn and then on up to the A84.
- A Pre-Ecological Impact Assessment was tendered for and completed.
- Improvements to signage and way marking connecting the NCN7 down through the village, across the A85, and along the head of the loch.
  - Improved markings on roads and paths to increase safety of active travel in the village.
  - Proposed new bus stop at the car park.
  - Provision of a cycle counter along the NCN7 at Lochearnhead to gather baseline data for future behaviour change measurement.



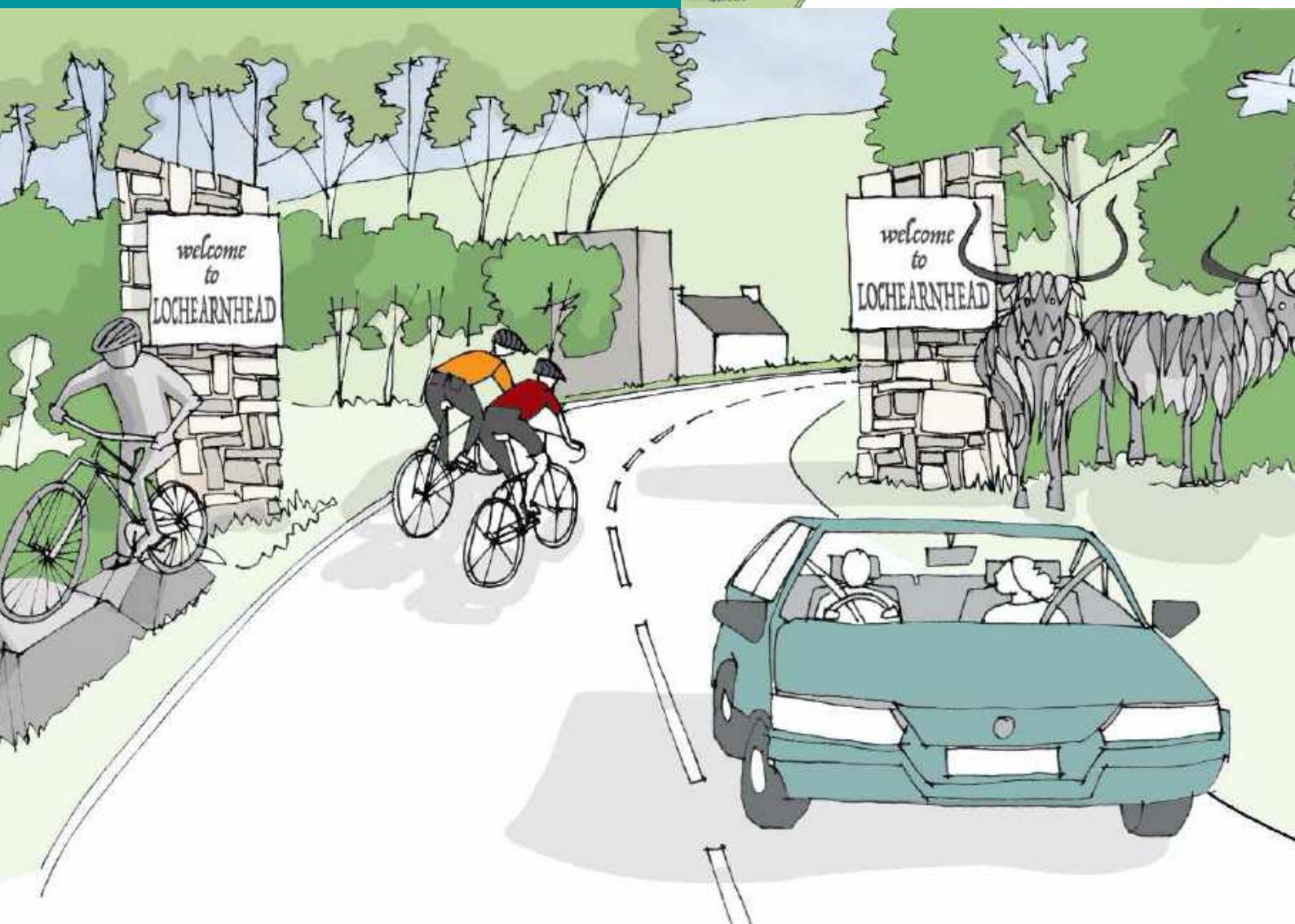
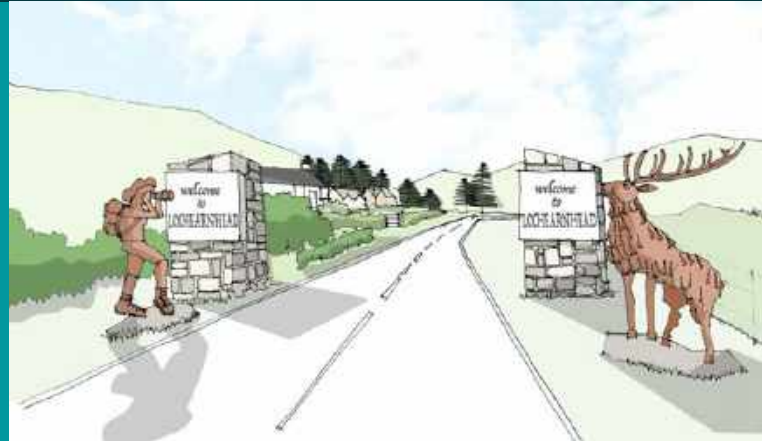


# Project Four: Village Gateway Features

The provision of new village gateway features, such as those illustrated, provide two key purposes for the village. First, they act as improved public realm features – enhancing the appearance of the village and encouraging visitors to stop and engage in facilities and businesses. Second, they encourage drivers to reduce their speed as they move from the 60 mph national speed limit roads, to the 30 mph limit travelling through the village.

Initial discussions with Transport Scotland have identified the following considerations:

- The roadside art would need to be installed in locations where it would not present a roadside danger, the key factor in this being set-back.
- TS recommended that preliminary designs and Stage 1 Safety Audits be conducted for BEAR and Transport Scotland's consideration.
- Stage 1 Road Safety Audits were subsequently tendered for and completed.
- A minute of agreement will be required between the body delivering this project, and Transport Scotland to agree processes for installation and maintenance.

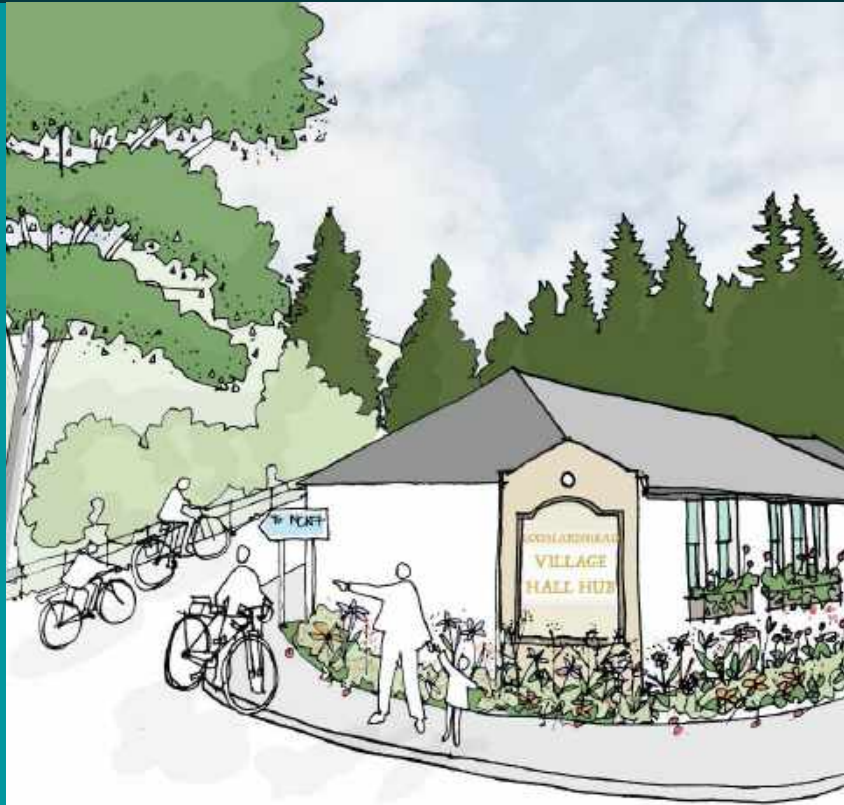




# Project Five: Visitor & Community Hub

The consultation with residents of the village, and the various community engagement events demonstrated a variety of aspirations around the improvement to community amenities and facilities. As such this report proposes a Community Hub approach, through which key provision of amenities and community spaces are enhanced, improving the overall experience for visitors and residents in Lochearnhead. This project would comprise:

- Improvements to the toilet block in the village, including increasing the opening hours. Looking to other rural communities for best practice, there is the potential to transfer the toilets from Council to Community ownership, where funding may be more accessible for improvements. Furthermore, the option for paid access using electronic door controls may provide a steady income for the upkeep and maintenance of the toilets, and wider village amenities (flower planting etc).
- Improvements to the provision of cycle parking in the main village car park.
- Improvements to play provision in the village
- Improved and increased interpretation and information signage
- Improved provision of picnic seating



# Project Six: Pump Track & Bike Hire in Balquhiddar



Noting the community aspiration for improved wheeled sports facilities, better access to traffic free cycling spaces, and the existing plans and initiatives underway in Balquhiddar, this report proposes a sixth project comprising:

- The construction of a pump track in Balquhiddar, incorporating a traffic free cycle proficiency space.
- Collaborative working with existing cycle education initiatives in Balquhiddar to encourage and promote active travel and safe cycling across the wider Balquhiddar, Strathyre, and Lochearnhead area.



# Capital Costs

The costings below have been taken from the Paths for All Estimating Price Guide for Path Projects 2019 and Typical Costs of Cycling Interventions Report to the Department for Transport, January 2017

\*Denotes costings from other similar projects

Items denoted in white represent projects with potential to progress through Sustrans' funding stages

Project	Estimated Capital Cost
<b>Extension of Pavement East on A85.</b> Minimum width 2m* x 800m (estimate)  <i>*Width in keeping with Sustrans' Design Principles – 'Footways should be 2m wide at a minimum, wherever possible.'</i>	We understand Transport Scotland may be planning on doing this work as well as a possible crossing of the A85. (There may be land acquisition costs of any land that is privately owned).
<b>Pedestrian Crossings</b> On both A84 and A85	These are in Transport Scotland's plans for the current financial year (Covid-19 restrictions permitted). Formal pedestrian crossings are not being considered at this time, but informal crossings are planned and included in the final report.
<b>Public Lochside Access and Connectivity</b> <b>Improved Signage and Waymarking</b> Connecting NCN7 down through the village, across the A85, along the head of the loch and back up again to re-join NCN7 Typical costs of cycling interventions suggest signage costs along a 1 km stretch.	£12,000
<b>New and Extended Footpath</b> New footpath from A85, past former water sports site and connecting to existing core path along head of the loch (150m).	Whin dust surfaced path £16 - £25 per linear metre (£2,400 - £3,750) or Ultitrec surface £22 - £38 per linear metre (£3,300 - £5,700) or Tarmac £31 - £48 per linear metre (£4,650 - £7,200)
Footbridge over small burn past former water sports site. Approximately 6m including foundations and abutments @£1500 per m <sup>2</sup>	£9,000
New footpath extension from end of existing core path at head of the loch up through Edinchip land to A84 (300m).	Whin dust surfaced path £16 - £25 per linear metre (£4,800 - £7,500) or Ultitrec surface £22 - £38 per linear metre (£6,600 - £11,400) or Tarmac £31 - £48 per linear metre (£9,300 - £14,400)



<p>Rylock or galvanised stock proof fencing (Both sides of the path on new footpath extension from A84 down through Edinchip land). 300m x 2: 600m</p> <p>Footbridge over Kendrum Burn Approximately 6m including foundations and abutments @£1500 per m<sup>2</sup></p> <p><b>Cycling Electronic Counter</b> Install new counter along NCN7 at Lochearnhead</p> <p><b>Safer Routes - marked on Roads and Paths</b> Especially connecting the village hall; proposed new bus stop at the car park; and new footpath heading East along A85</p> <p><b>Public Access to Loch side</b> Via All Abilities Accessible Gate</p>	<p>£5/m installed - Total: £3,000</p> <p>£9,000</p> <p>£7,500</p> <p>£12,000</p> <p>£1,500</p>
<p><b>Gateway Public Art Features</b> At each of the 3 village entrances</p>	<p>Price per gateway feature: £20,000 Total £60,000</p>
<p><b>Pump Track (Balquidder Hub)</b> Plus, traffic free cycling proficiency training area (Balquidder Hub)</p>	<p>*£180,000 (300m x 30m) *£50,000</p>
<p><b>Visitor Services/Community Hub</b> To incorporate: Toilet block</p> <p>Play area</p> <p>Interpretation Boards</p> <p>Information Boards (900mmx 800mm full colour)</p> <p>Cycle Parking/Cycle Shelter</p> <p>Log Picnic Tables with integral seating (2.5m x 0.5m)</p>	<p>See separate note below</p> <p>Upgraded play area: Space Nets: *£25,000 Zip Wire: *£15,000 Climbing Tower: *£50,000</p> <p>2 x *£5,000</p> <p>2 x *£1,500 – indicative costs per board (900mm x 800mm full colour)</p> <p>*£5,000</p> <p>3 x *£500</p>
<p><b>New Water Sports Centre</b> Unlikely to happen for several years.</p>	<p>This is likely to be privately funded in future years.</p>
<p><b>Improvements to Public Toilets</b> Recommend Community Asset Transfer from Stirling Council to local community group who could then attract grant aid and charge entry to cover cleaning costs etc.</p>	<p>Potential Community Asset Transfer</p>





# Biking & Hiking in Lochearnhead

In delivering the community engagement, and through the development of this project, it has been noted that little baseline information existed for walking and cycling in Lochearnhead. This section summarises the findings of the full programme of consultation and engagement with specific focus on attitudes, behaviours and infrastructure relating to active travel in the village.

**60%**

Of residents  
responding  
regularly cycle in  
the local  
countryside

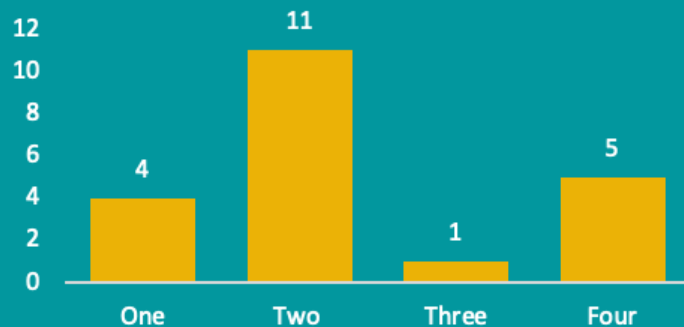
**55%**

Of residents  
responding  
regularly cycle in  
the village

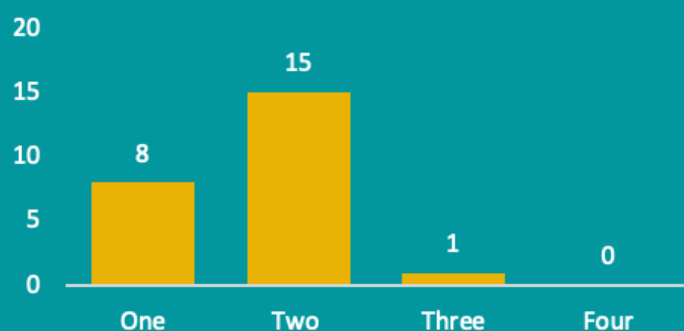
- **Car ownership** is currently an average 1.7 per household.
- **Bicycle ownership** currently averages 2 per household.
- All households indicated that they owned at least one bike.
- Whilst walking and cycling are common for travelling to the shop or locally for leisure, only 30% of respondents walk or cycle to work, and no respondents currently cycle regularly to school.

*"Lochearnhead benefits from its close proximity to key national routes, however community engagement has highlighted a lack of connectivity between these core routes, and the village amenities and spaces."*

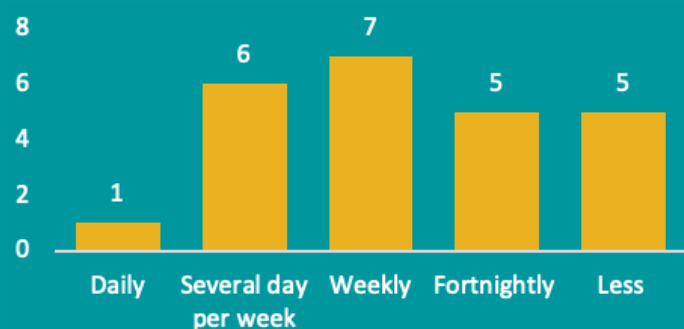
## How many cars are in your household?



## How many bikes are in your household?

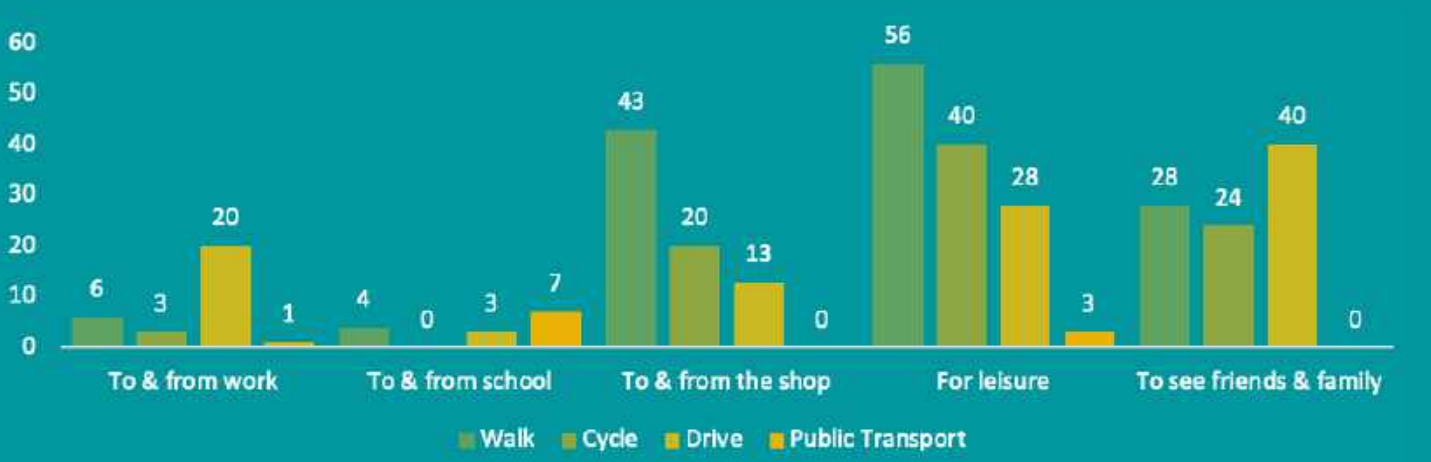


## How often do you use the village shop?



## Modes of Travel in Lochearnhead

The following chart shows how many people within the 24 households use each type of transport regularly to undertake different types of journeys:



"We would like the village to look well-kept and attractive, with facilities that would encourage visitors to come and spend time here"

"A continuous cycle link from Lochearnhead to St Fillans - this needs to be completed as soon as possible"

"I would cycle more if access to cycle paths was easier and safer - the roads are too busy to cycle alongside traffic"

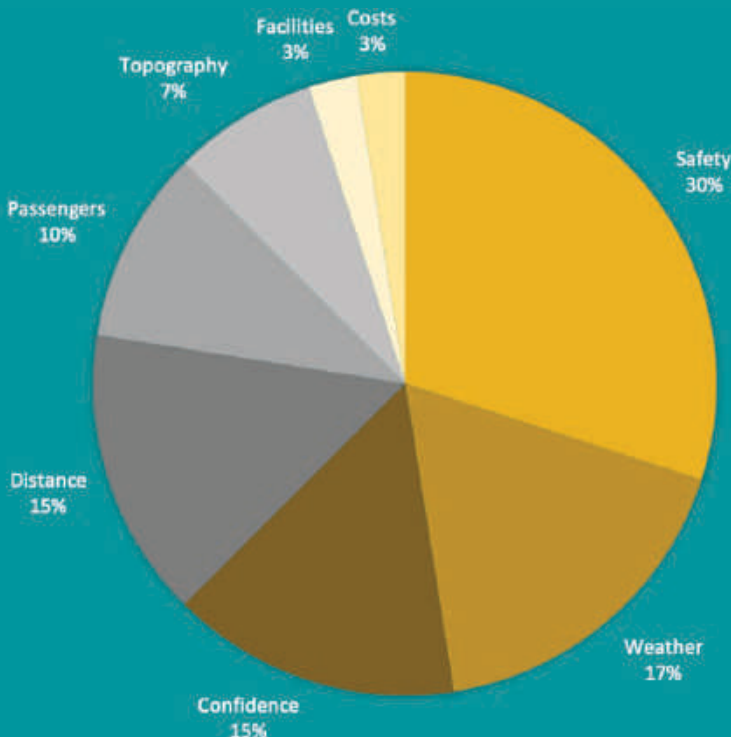
"There should be path access to the loch for visitors and locals."

## Barriers to Active Travel

The following chart shows the extent to which respondents have agreed what the key barriers are to active travel for them and their household.

These are ranked as follows:

1. Concerns about safety (12 respondents)
2. Poor weather (7 respondents)
3. Confidence in cycling skills (6 respondents)
4. Length / distance to travel (6 respondents)
5. Need to consider children or luggage (4 respondents)
6. Topography of local area (3 respondents)
7. Lack of facilities at work or at home (1 respondent)
8. The cost of a suitable bicycle (1 respondent)







# Behaviour Change

The proposed projects within this report will each positively impact active travel and public perception in Lochearnhead, with a summary of potential impacts noted below:

## **Project One: Extension of Pavement East on the A85**

- Improved pavements will improve safety for those walking or cycling in the village
- Resident's perception of safety will be increased
- Visitors perception of safety and overall experience will be improved

## **Project Two: Crossings on the A84 & A85**

- Village residents and visitors will feel safer and more encouraged to use active travel modes locally
- The village will be more accessible for those passing on the NCN7 route, encouraging a greater number of visitors to stop
- Traffic speed through the village will be reduced as a result of the crossing and associated signage

## **Project Three: Public Lochside Access & Connectivity**

- Perceptions of connectivity and access to paths and walkways will be improved
- Visitor experience will be improved
- People will be encouraged to walk and cycle more, in particular with access to the Lochside as a key local asset

## **Project Four: Village Gateway Features**

- Traffic speed through the village will be reduced
- The number of visitors stopping in the village will increase
- Perception of safety for local residents will improve

- The provision of a counter will allow easier measurement of active travel journeys thus enabling better and improved baseline monitoring.
- Better connectivity to NCN7 will increase the number of visitors stopping, rather than passing through the village
- Better connectivity to NCN7 will encourage residents to undertake more leisure journeys by cycling or walking in and around the area

## **Project Five: Visitor & Community Hub**

- Improved provision for cycling will encourage more local residents to cycle for journeys or part of journeys
- Improved public facilities will increase visitor numbers
- Improved public facilities will improve resident perception of their local area and encourage them to spend more time outdoors locally
- Improved signage will support greater visitor numbers and improve visitor experience
- Better access to public toilets will encourage more residents and visitors to spend longer time in the area, undertaking outdoor activities
- Improved play provision will increase resident's perception of the quality of their local area

## **Project Six: Pump Track & Bike Hire in Balquhiddar**

- The support for, and provision of these facilities, will encourage more young people to develop cycling skills
- Young people will be more likely to cycle for a wider range of journeys, and this learned behaviour will ensure lifelong positive habits
- These facilities and activities will allow parents greater confidence in their children's ability to cycle safely and with confidence

# Recommendations & Next Steps

## Recommendations

In moving the Lochearnhead Active Places project to Stage 3 and beyond, it is recommended that Loch Lomond & Trossachs National Park Authority and Sustrans agree:

1. The Monitoring and Evaluation Plan, the Communication Plan, the Equality Impact Assessment, the Road Safety Audit and the Pre-Ecological Impact Assessment, as contained in this report.
2. The six capital infrastructure projects outlined in the options appraisal section of this report, based on evidence of need and community support.
3. That any subsequent work on measuring behaviour change be carried out when the recommended infrastructure improvements are made and activities arising from these facilities are monitored against the initial baseline data on walking and cycling.

## Project Next Steps

**Project One: Extension of Pavement East on the A85** - Suggested Next Steps: Advise Balquhiddie, Lochearnhead & Strathgryne Community Trust and the Community Council that the above improvements are in Transport Scotland's forward work plan and that contact with them should be resumed with a view to having these works scheduled within the next 12 months.

**Project Two: Crossings on the A84 & A85** - Suggested Next Steps: Advise Balquhiddie, Lochearnhead & Strathgryne Community Trust and the Community Council that the above improvements are in Transport Scotland's forward work plan and that contact with them should be resumed with a view to having these works scheduled within the next 12 months.

**Project Three: Public Lochside Access & Connectivity** - Suggested Next Steps: Advise Balquhiddie, Lochearnhead & Strathgryne Community Trust and the Community Council that the local land owner and Estate Manager have been involved in discussions on several of the above access initiatives. Furthermore, if the owners are agreeable, the Trust/Community Council should consider the required design work, followed by a Planning application and seek funding sources to deliver some or all of the above.

**Project Four: Village Gateway Features** - Suggested Next Steps: Advise Balquhiddie, Lochearnhead & Strathgryne Community Trust and the Community Council that the community are generally supportive of improved gateway features and if they consider these to be a future village priority, they require to meet the recommendations of the Road Safety Audit report, followed by a Planning application and seek funding sources to deliver some or all of the above.

**Project Five: Visitor & Community Hub** - Suggested Next Steps: Advise Balquhiddie, Lochearnhead & Strathgryne Community Trust and the Community Council that the community are generally supportive of improved village amenities they may wish to contact Stirling Council to consider a Community Asset Transfer of the public toilets. They should also check what other improvements require Planning permission before identifying sources of funding to deliver these improvements.

**Project Six: Pump Track & Bike Hire in Balquhiddie** - Suggested Next Steps: Advise the local Balquhiddie business woman of the outcomes of the community surveys highlighting support for a pump track and other cycle related activities. If she decides to progress the initiatives they will require design work, a Planning application and funding support.







ALAN JONES ASSOCIATES